

BOEING 757

Wiring Diagram Manual

CHAPTER 32 - LANDING GEAR

AIR 2000 CUSTOMISATIONS

**B757 MANUAL SUPPLEMENT - ATP 3510
SECTION 4 CHAPTER 32
CONTROL PAGE - INITIAL ISSUE**

CAA APPROVAL

The Temporary Revisions listed hereon comply with BCAR Chapter A5-3, B5-3 and/or TSS No 0-2 as appropriate.

Signed



for Chief Engineer (Quality & Training)
CAA Approval No. DAI/8566/78

- A. File the attached Temporary Revision/Alerts in the Manual Supplement in ATA Chapter/Section/Subject/Page sequence
- B. File this Control Page in front of the Chapter TRs/Alerts.
- C. The following list shows active TRs/Alerts together with TRs/Alerts added by this control page.

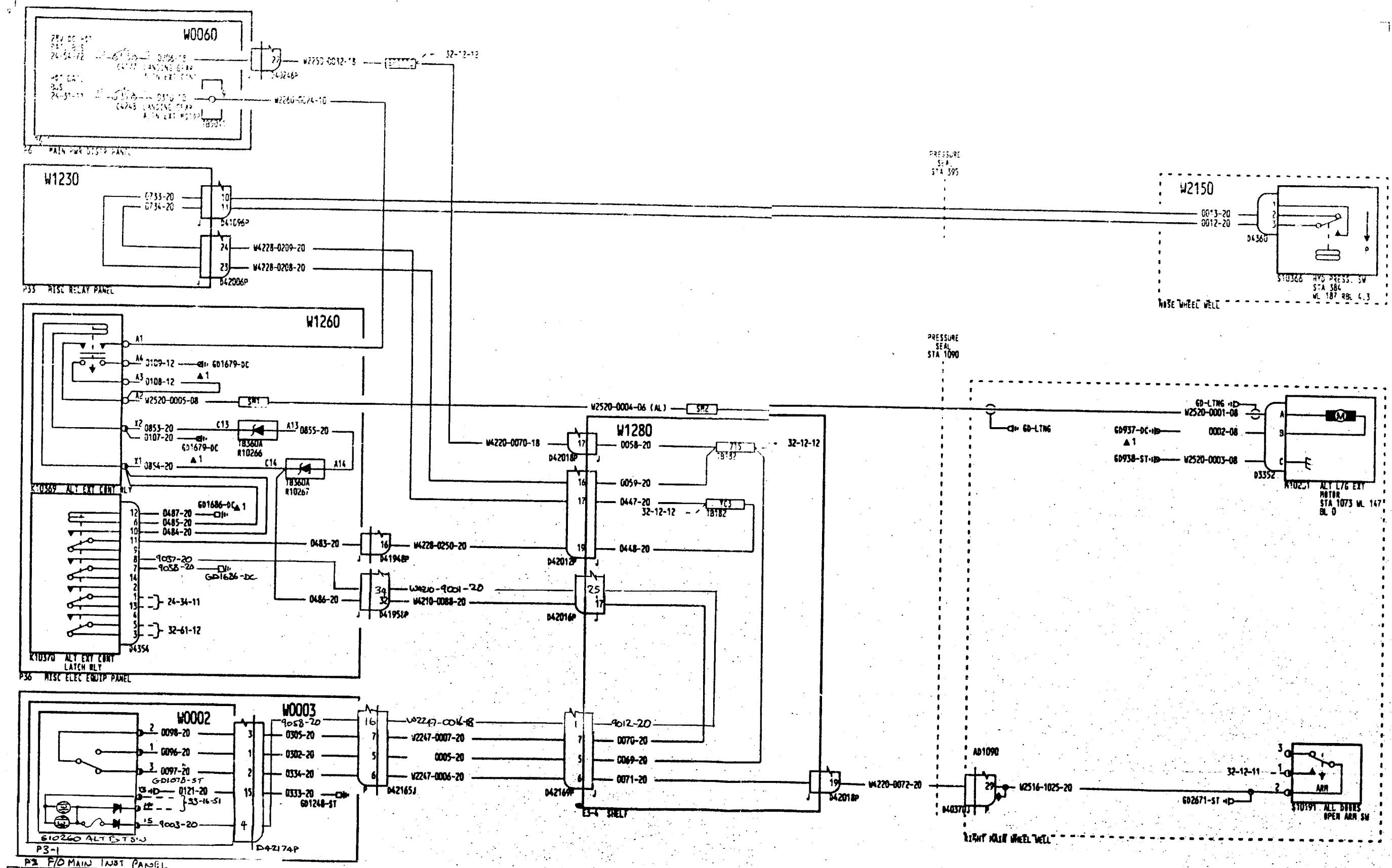
Chapter Section Subject	Page	TR/Alert No.
32-35-11	1	* 32-568

- D. Remove and Destroy the following TRs/Alerts:

* Indicates TRs/Alerts issued with this control page

7 August 1997

SECTION 4
CHAPTER 32
TR/Alert Control Page 1 of 1



ALTERNATE LANDING GEAR
EXTENSION SYSTEM

32-35-11
PAGE 1

MANUAL NO: D280NC32

TEMPORARY REVISION No: 32-568
WDM B757
MANUAL REF. 32-35-11 PAGE 1
Reason for Revision
Mod 39G001
TIS WR (39-7 SH)

32-35-11
PAGE 1

CHAPTER

32

LANDING GEAR



757-200

WIRING DIAGRAM MANUAL

CHAPTER 32 LANDING GEAR

CH-SC-SU	Schem	Page	Sheet	Date	CH-SC-SU	Schem	Page	Sheet	Date
32-EFFECTIVE PAGES					32-09-12 (cont.)				
		1 thru 2		Oct 09/2008			3.1	3	Jan 21/2005
32-CONTENTS					32-09-13				
		1		Dec 18/2007			1.1		Dec 18/2007
		2		Dec 18/2007	32-09-21				
		3		Dec 18/2007			1.1		Jan 21/2005
R		4		Oct 09/2008	32-09-22				
32-ALPHABETICAL INDEX							1		Jan 21/2005
		1		Dec 18/2007	32-09-23				
		2		BLANK			1.1		Dec 18/2007
32-01-11							2		Dec 18/2007
32-09-11					32-12-11				
		1		Jan 21/2005			1		Jan 21/2005
		1	1	Jan 21/2005			2		Jan 21/2005
			2	Jan 21/2005	32-12-12				
			3	Jan 21/2005			1		Jan 21/2005
		1.1	1	Jan 21/2005			2		Jan 21/2005
			2	Jan 21/2005	32-31-11				
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		2.1	1	Jan 21/2005			1		Jan 21/2005
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			3	Jan 21/2005	32-41-11				
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			2	Jan 21/2005			2		Jan 21/2005
			3	Jan 21/2005	32-42-11				
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		4	1	Jan 21/2005				4	Jan 21/2005
			2	May 17/2006			2	1	Jan 21/2005
		4.1	1	Jan 21/2005				2	Jan 21/2005
			2	May 17/2006				3	May 17/2006
			3	May 17/2006				4	Jan 21/2005
32-09-12					32-42-12				
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			2	Jan 21/2005			1	1	Jan 21/2005
			3	Jan 21/2005				2	Jan 21/2005
		3.1	1	Jan 21/2005	32-61-11				
			2	May 17/2006			1		Jan 21/2005

A = Added, R = Revised, D = Deleted, O = Overflow

32-EFFECTIVE PAGES

Page 1
Oct 09/2008

D280N032



757-200

WIRING DIAGRAM MANUAL

CHAPTER 32 LANDING GEAR

CH-SC-SU	Schem	Page	Sheet	Date	CH-SC-SU	Schem	Page	Sheet	Date
32-61-11 (cont.)		1.1		Jan 21/2005					
		2		Jan 21/2005					
		3		May 17/2006					
		3.1		May 17/2006					
32-61-12		1		Jan 21/2005					
		1.1		Jan 21/2005					
		2		Jan 21/2005					
		3		Jan 21/2005					
32-61-13		1		May 17/2006					
		2		May 17/2006					
32-61-21		1		Oct 09/2008					
R		2		Oct 09/2008					
R									
32-61-22		1		Jan 21/2005					
		2		Jan 21/2005					

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32-EFFECTIVE PAGES

D280N032

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Page 2
Oct 09/2008



757-200

WIRING DIAGRAM MANUAL

CHAPTER 32 LANDING GEAR

Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
PROXIMITY SWITCH ELECTRONICS UNIT						
PROXIMITY SWITCH ELECTRONICS UNIT INTERFACE	32-01-11		1		Jan 21/2005	115-199
LANDING GEAR MULTIPLE USE SYSTEMS/COMPONENTS						
AIR/GROUND RELAYS - SYSTEM 1	32-09-11		1	1	Jan 21/2005	001-002
				2	Jan 21/2005	001-002
				3	Jan 21/2005	001-002
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				2	Jan 21/2005	001-002
				3	Jan 21/2005	001-002
				2	Jan 21/2005	003-009
				2	Jan 21/2005	003-009
				3	Jan 21/2005	003-009
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				3	Jan 21/2005	003-009
				3	Jan 21/2005	010-099
				2	Jan 21/2005	010-099
				3	Jan 21/2005	010-099
				3.1	Jan 21/2005	010-011
				2	Jan 21/2005	010-011
				3	Jan 21/2005	010-011
				4	Jan 21/2005	115-199
				2	May 17/2006	115-199
				4.1	Jan 21/2005	115
				2	May 17/2006	115
				3	May 17/2006	115
AIR/GROUND RELAYS - SYSTEM 1	32-09-12		1		Dec 18/2007	001-002
AIR/GROUND RELAYS - SYSTEM 2	32-09-12		1.1	1	Jan 21/2005	001-002
				2	Jan 21/2005	001-002
				3	Jan 21/2005	001-002

32-CONTENTS

Page 1
Dec 18/2007

D280N032



757-200

WIRING DIAGRAM MANUAL

CHAPTER 32 LANDING GEAR

Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
AIR/GROUND RELAYS - SYSTEM 2 (cont.)	32-09-12		2	1	Jan 21/2005	003-099
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				2	Jan 21/2005	115-199
				3	Jan 21/2005	115-199
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				2	May 17/2006	115
				3	Jan 21/2005	115
AIR/GROUND RELAYS - SYSTEM 1	32-09-13		1.1		Dec 18/2007	001-002
AIR/GROUND RELAYS - SYSTEM 2	32-09-21		1.1		Jan 21/2005	001-002
AIR/GROUND RELAYS - SYSTEM 2	32-09-22		1		Jan 21/2005	001-002
AIR/GROUND RELAYS - SYSTEM 2	32-09-23		1.1		Dec 18/2007	001-002
			2		Dec 18/2007	115-199
<u>MAIN GEAR DOORS</u>						
GROUND ACCESS ONLY, GEAR DOORS OPEN SYSTEM	32-12-11		1		Jan 21/2005	001-099
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GROUND ACCESS ONLY, GEAR DOORS CLOSE SYSTEM	32-12-12		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
<u>LANDING GEAR CONTROL</u>						
LANDING GEAR LEVER LOCK	32-31-11		1		Jan 21/2005	001-099
			1.1		Jan 21/2005	001-002
			2		Jan 21/2005	115-199

32-CONTENTS

Page 2
Dec 18/2007

D280N032



757-200

WIRING DIAGRAM MANUAL

CHAPTER 32 LANDING GEAR

Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
<u>LANDING GEAR ALTERNATE EXTENSION</u>						
ALTERNATE LANDING GEAR EXTENSION SYSTEM	32-35-11		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
<u>HYDRAULIC BRAKE SYSTEM</u>						
BRAKE PRESSURE INDICATION	32-41-11		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
<u>ANTISKID/AUTOBRAKE SYSTEM</u>						
ANTI-SKID SYSTEM	32-42-11		1	1	Jan 21/2005	001-099
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				3	May 17/2006	115-199
				4	Jan 21/2005	115-199
AUTOBRAKE SYSTEM	32-42-12		1	1	Jan 21/2005	001-099
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				2	Jan 21/2005	115-199
<u>PARKING BRAKE SYSTEM</u>						
PARKING BRAKE SYSTEM	32-44-11		1		Jan 21/2005	001-002
			2		Jan 21/2005	003-099
			3		Jan 21/2005	115-199
<u>BRAKE TEMPERATURE MONITORING SYSTEM</u>						
BRAKE TEMPERATURE MONITOR SYSTEM	32-46-11		1	1	Jan 21/2005	115-199
				2	Jan 21/2005	115-199
<u>LANDING GEAR POSITION INDICATING AND WARNING SYSTEM</u>						
LANDING GEAR INDICATION	32-61-11		1		Jan 21/2005	001-002
			1.1		Jan 21/2005	001-002

32-CONTENTS

Page 3
Dec 18/2007

D280N032

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757-200

WIRING DIAGRAM MANUAL

CHAPTER 32 LANDING GEAR

Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
LANDING GEAR INDICATION (cont.)	32-61-11		2		Jan 21/2005	003-099
			3		May 17/2006	115-199
			3.1		May 17/2006	115
LANDING GEAR INDICATION	32-61-12		1		Jan 21/2005	001-002
LANDING GEAR INDICATION - DOWN AND LOCKED	32-61-12		1.1		Jan 21/2005	002
LANDING GEAR INDICATION	32-61-12		2		Jan 21/2005	003-099
			3		Jan 21/2005	115-199
LANDING GEAR INDICATION - SENSORS	32-61-13		1		May 17/2006	001-099
			2		May 17/2006	115-199
LANDING GEAR INDICATION - DOWN AND LOCKED LIGHTS	32-61-21		1		Oct 09/2008	001-099
			2		Oct 09/2008	115-199
LANDING GEAR INDICATION - DOWN AND LOCKED SENSORS	32-61-22		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199

32-CONTENTS

Page 4
Oct 09/2008

D280N032

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757-200

WIRING DIAGRAM MANUAL

CHAPTER 32 LANDING GEAR

CH-SC-SU	Title
32-09-11	AIR/GROUND RELAYS - SYSTEM 1
32-09-12	AIR/GROUND RELAYS - SYSTEM 1
32-09-13	AIR/GROUND RELAYS - SYSTEM 1
32-09-21	AIR/GROUND RELAYS - SYSTEM 2
32-09-22	AIR/GROUND RELAYS - SYSTEM 2
32-09-23	AIR/GROUND RELAYS - SYSTEM 2
32-35-11	ALTERNATE LANDING GEAR EXTENSION SYSTEM
32-42-11	ANTI-SKID SYSTEM
32-42-12	AUTOBRAKE SYSTEM
32-41-11	BRAKE PRESSURE INDICATION
32-46-11	BRAKE TEMPERATURE MONITOR SYSTEM
32-12-12	GROUND ACCESS ONLY, GEAR DOORS CLOSE SYSTEM
32-12-11	GROUND ACCESS ONLY, GEAR DOORS OPEN SYSTEM
32-61-11	LANDING GEAR INDICATION
32-61-12	LANDING GEAR INDICATION
32-61-21	LANDING GEAR INDICATION - DOWN AND LOCKED LIGHTS
32-61-22	LANDING GEAR INDICATION - DOWN AND LOCKED SENSORS
32-61-13	LANDING GEAR INDICATION - SENSORS
32-31-11	LANDING GEAR LEVER LOCK
32-44-11	PARKING BRAKE SYSTEM
32-01-11	PROXIMITY SWITCH ELECTRONICS UNIT INTERFACE

32-ALPHABETICAL INDEX

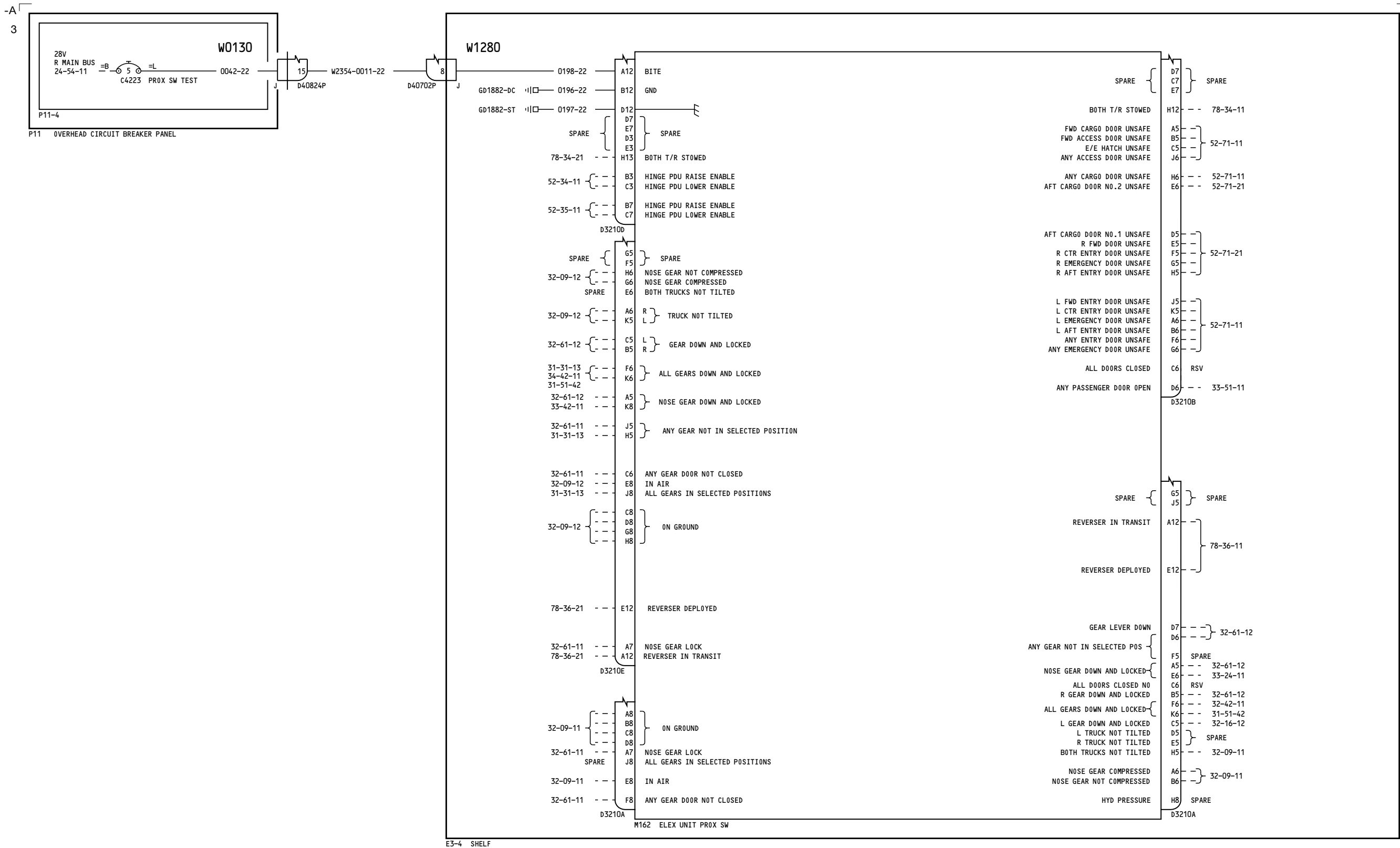
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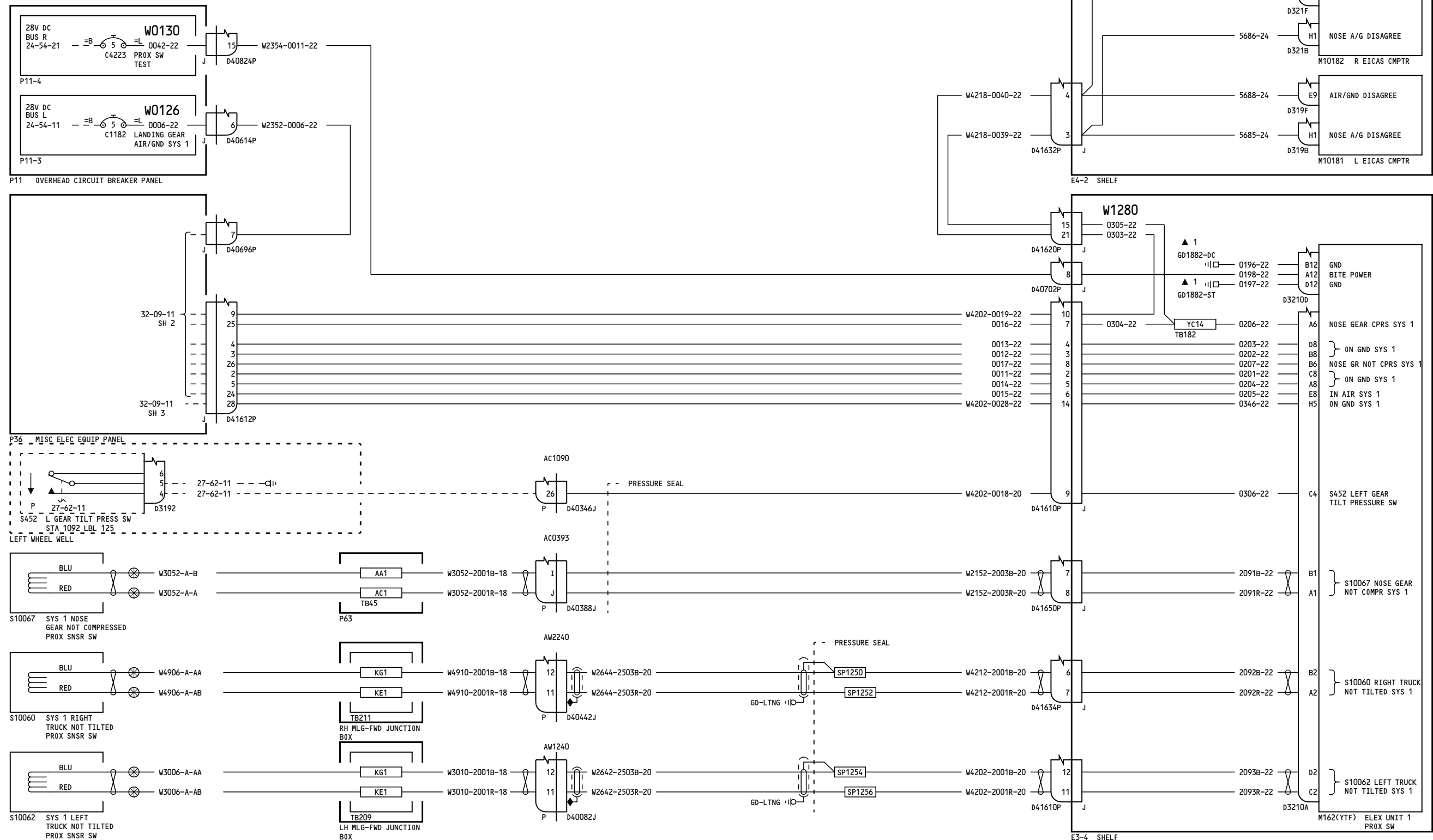
BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 1
Dec 18/2007



757-200 WIRING DIAGRAM MANUAL





001-002

AIR/GROUND RELAYS -
SYSTEM 1

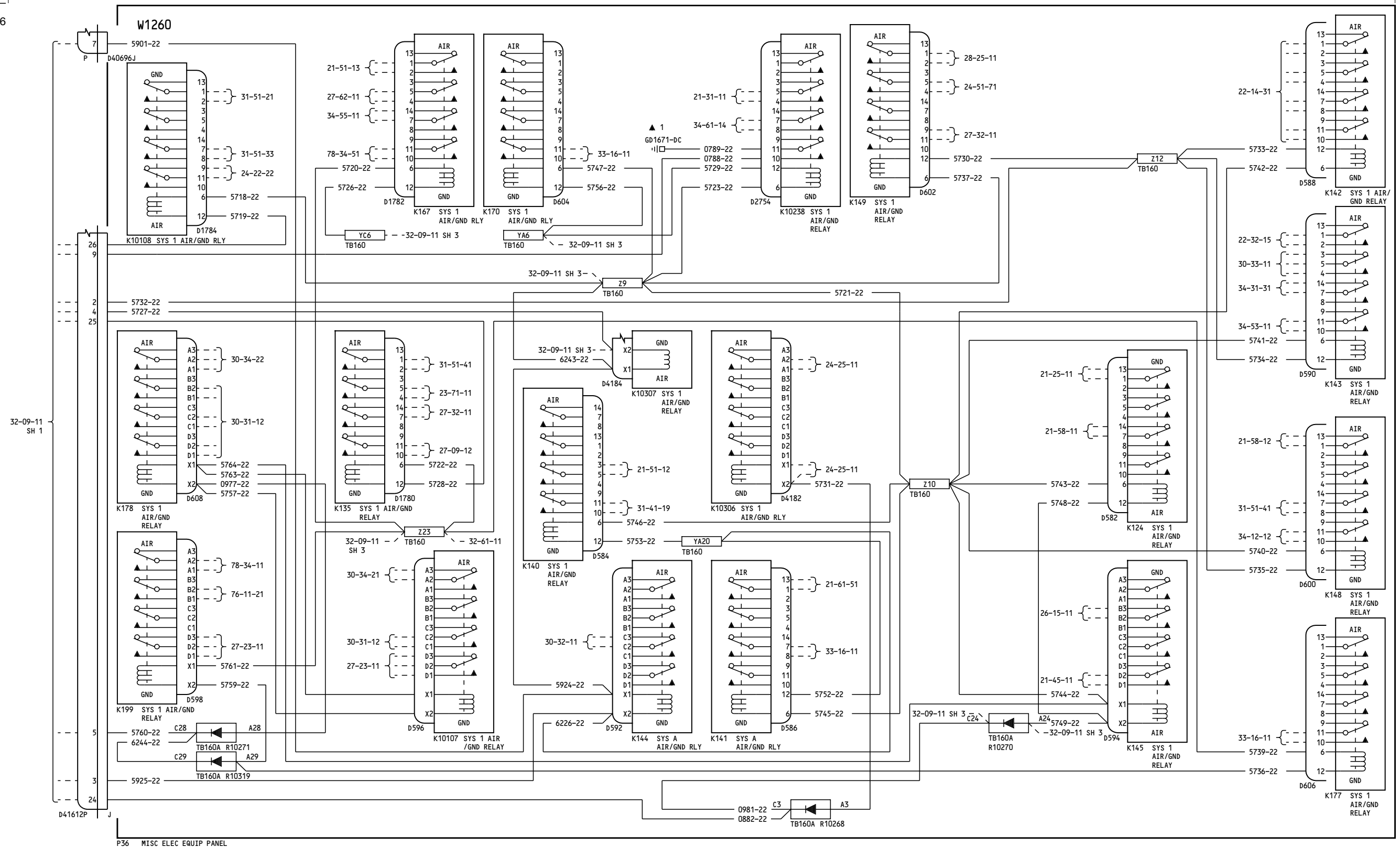
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32-09-11

Page 1
Sheet 1
Jan 21/2005

32-09-11

Page 1
Sheet 1
Jan 21/2005



001-002

AIR/GROUND RELAYS - SYSTEM 1

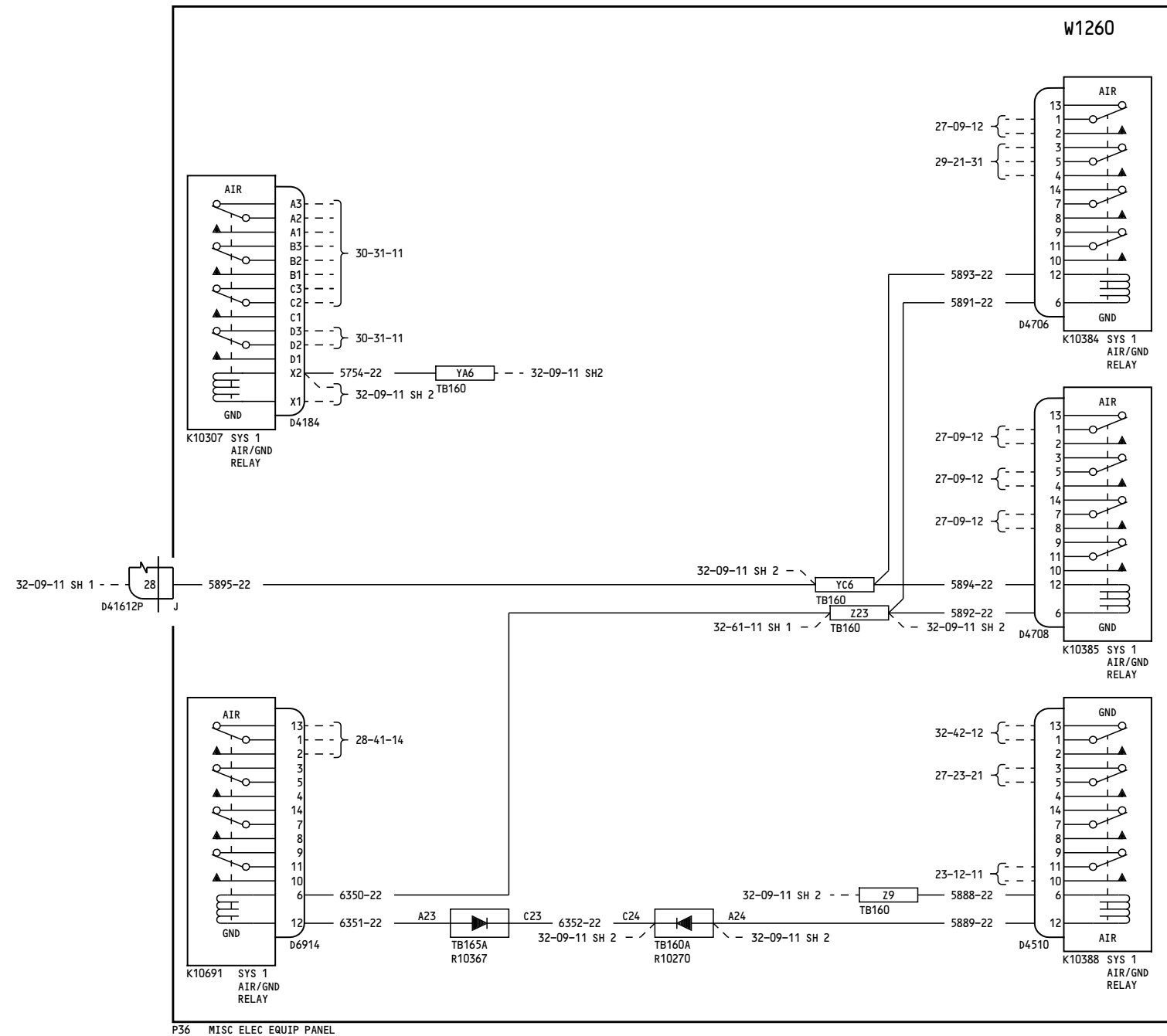
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32-09-11

Page 1
Sheet 2
Jan 21/2005

32-09-11

Page 1
Sheet 2
Jan 21/2005



NOTES: THE DIAGRAM REFERENCES REPRESENT A TYPICAL CONFIGURATION. FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

001-002

AIR/GROUND RELAYS - SYSTEM 1

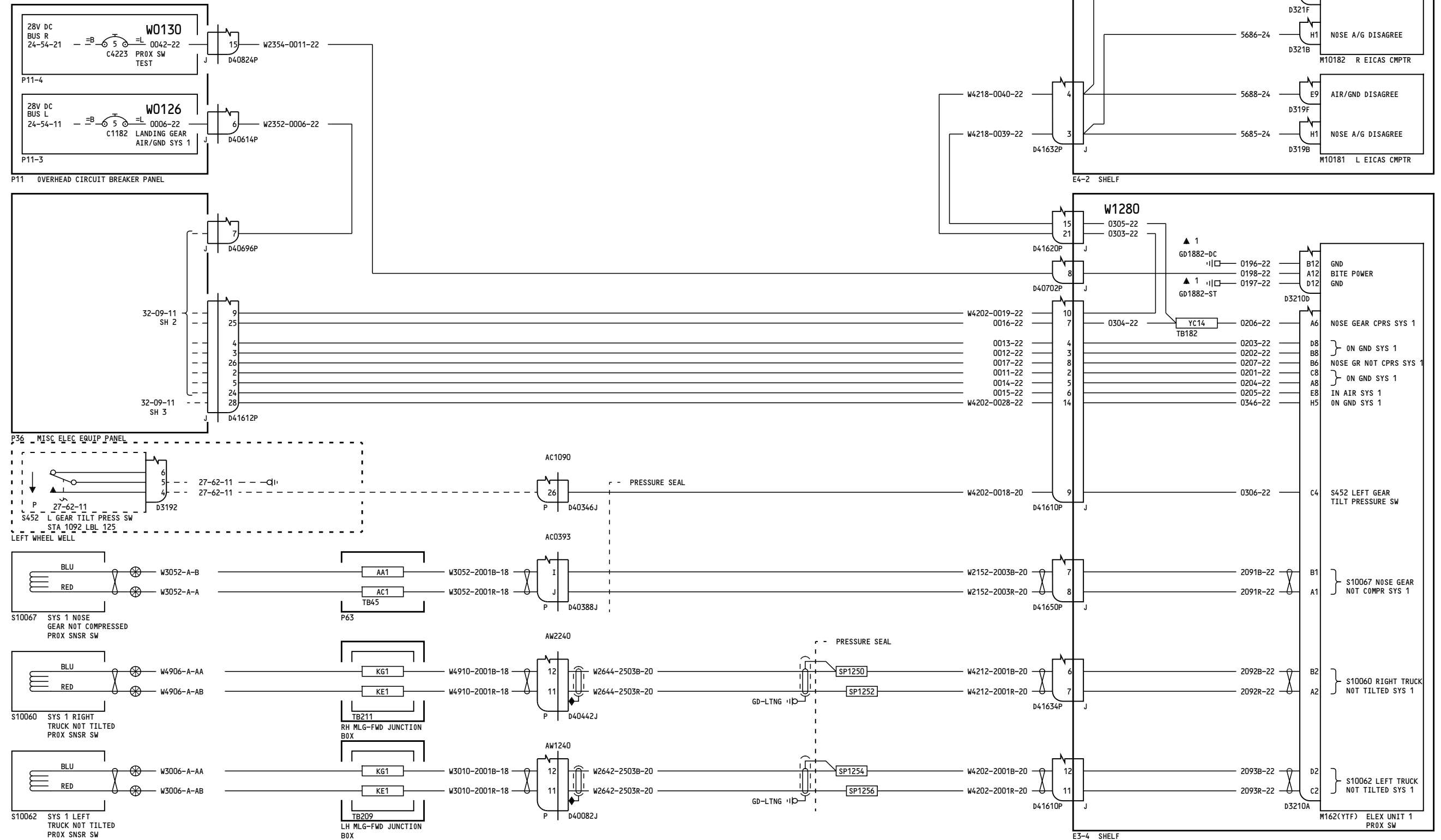
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32-09-11

Page 1
Sheet 3
Jan 21/2005

32-09-11

Page 1
Sheet 3
Jan 21/2005



001-002

AIR/GROUND RELAYS - SYSTEM 1

D280N032

32-09-11

Page 1.1
Sheet 1
Jan 21/2005

32-09-11

Page 1.1
Sheet 1
Jan 21/2005



AIR/GROUND RELAYS - SYSTEM 1

32-09-11

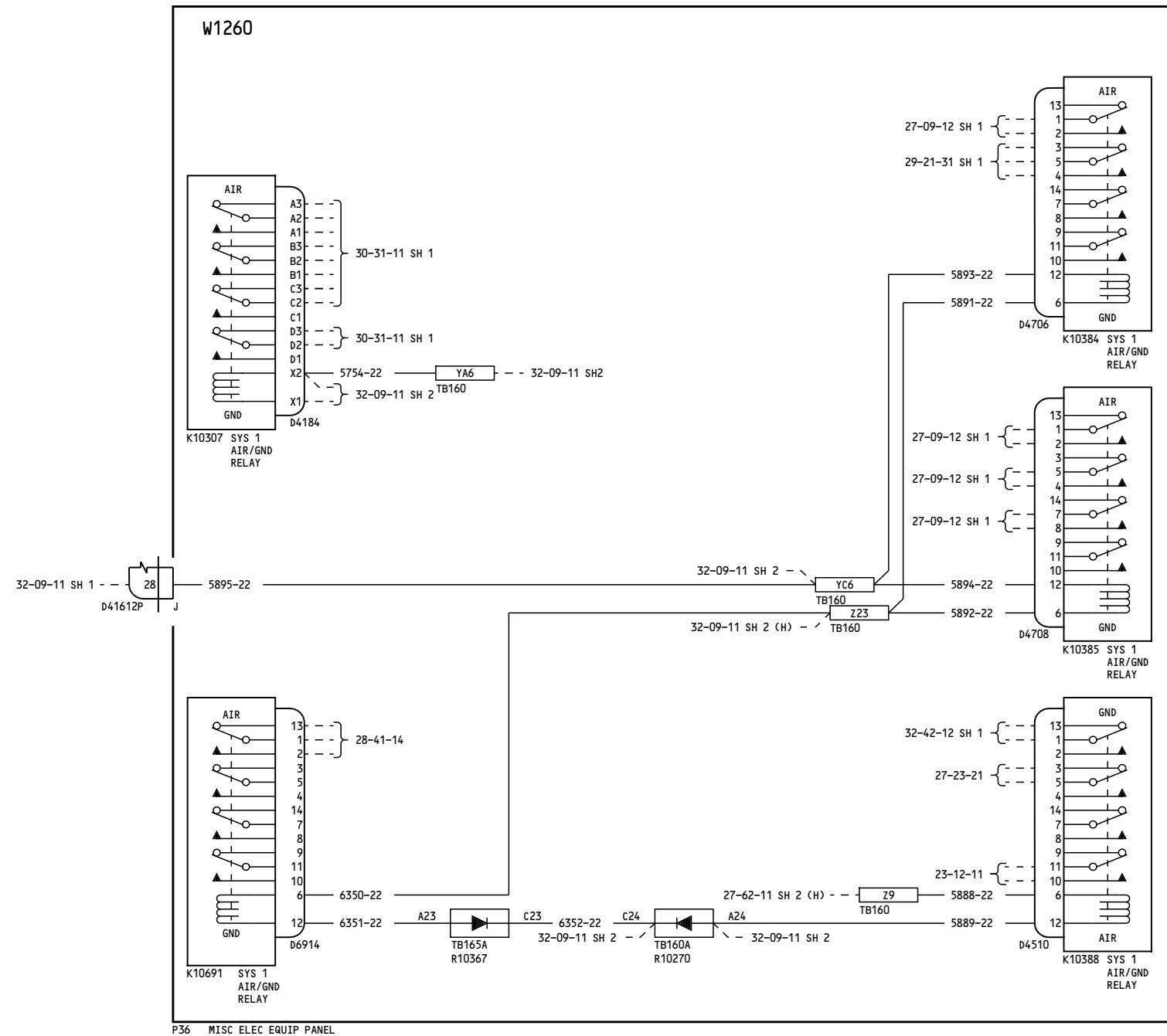
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▶ 27A0130 R01

▶ 78-0039 R01

32-09-11

Page 1.1
Sheet 2
Jan 21/2005



NOTES: THE DIAGRAM REFERENCES REPRESENT A TYPICAL CONFIGURATION. FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

Incorporates
27A0130 R01

001-002

**AIR/GROUND RELAYS -
SYSTEM 1**

32-09-11

Page 1.1
Sheet 3
Jan 21/2005

D280N032

32-09-11

Page 1.1
Sheet 3
Jan 21/2005



32-09-11

D280N032

32-09-11

Page 2
Sheet 1
Jan 21/2005

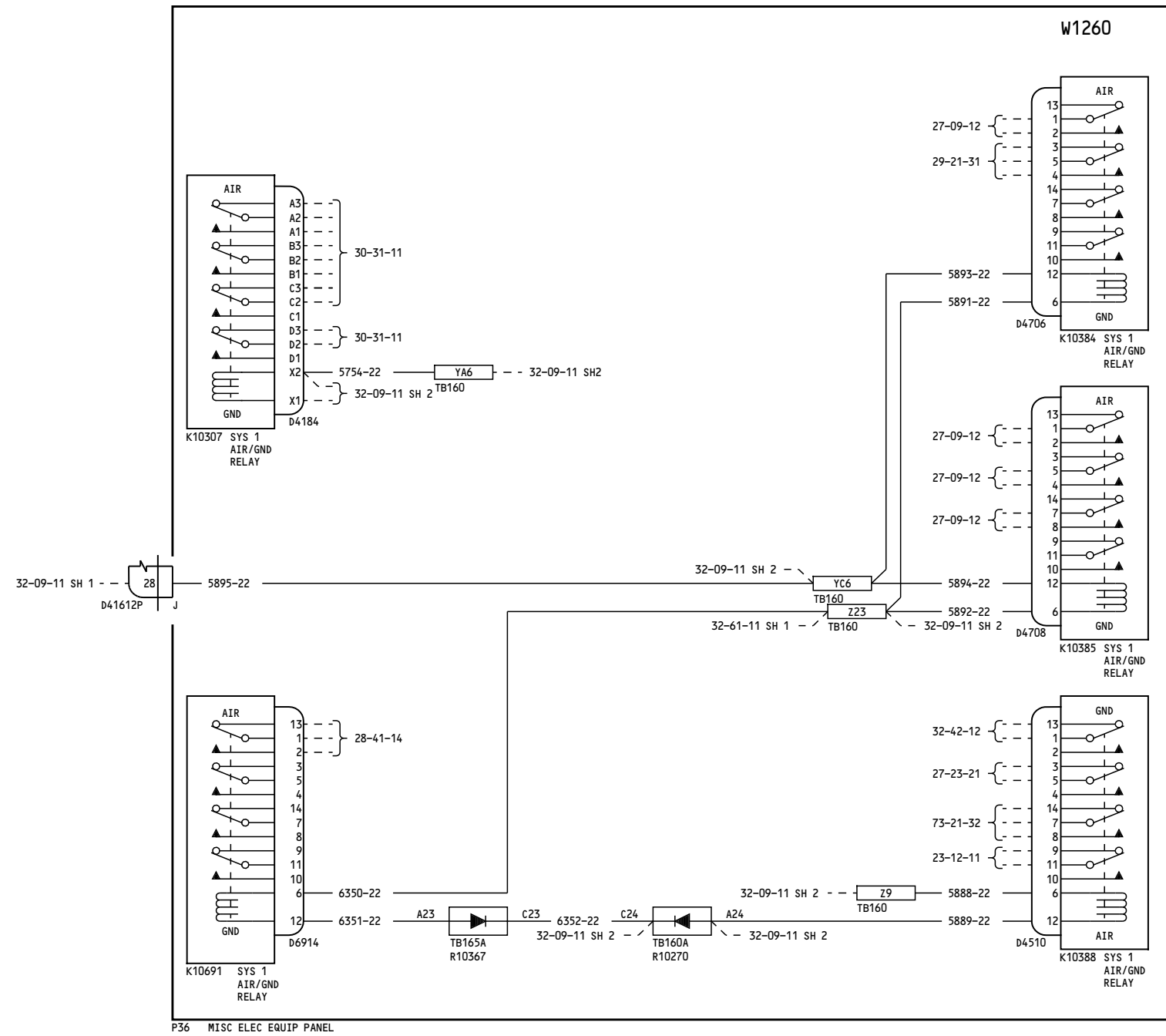


32-09-11

D280N032

32-09-11

Page 2
Sheet 2
Jan 21/2005



NOTES: THE DIAGRAM REFERENCES REPRESENT A TYPICAL CONFIGURATION. FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

003-009

**AIR/GROUND RELAYS -
SYSTEM 1**

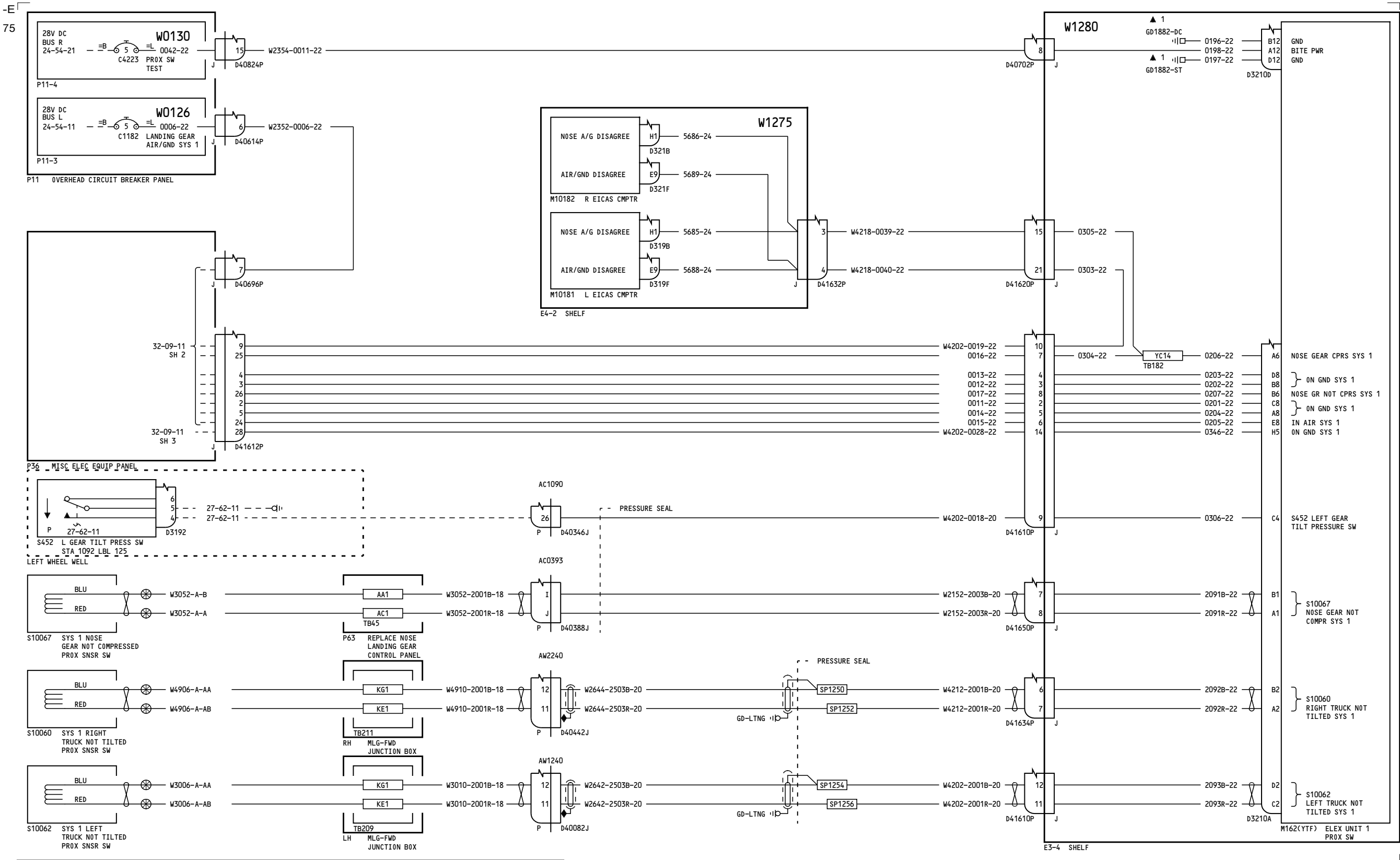
32-09-11

Page 2
Sheet 3
Jan 21/2005

D280N032

32-09-11

Page 2
Sheet 3
Jan 21/2005



003-009

**AIR/GROUND RELAYS -
SYSTEM 1**

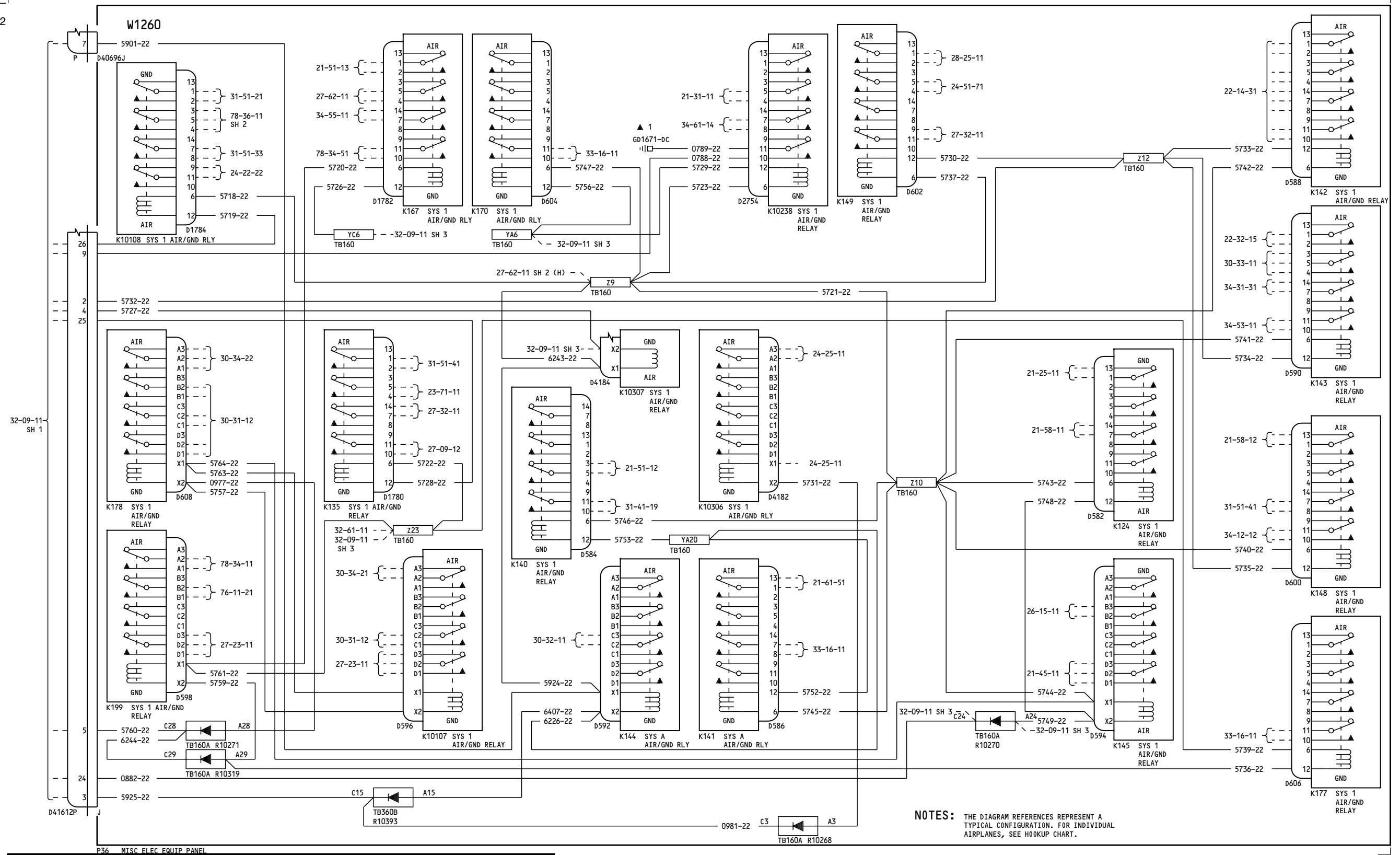
D280N032

32-09-11

Page 2.1
Sheet 1
Jan 21/2005

32-09-11

Page 2.1
Sheet 1
Jan 21/2005



003-009

AIR/GROUND RELAYS - SYSTEM 1

D280N032

32-09-11

Page 2.1
Sheet 2
Jan 21/2005

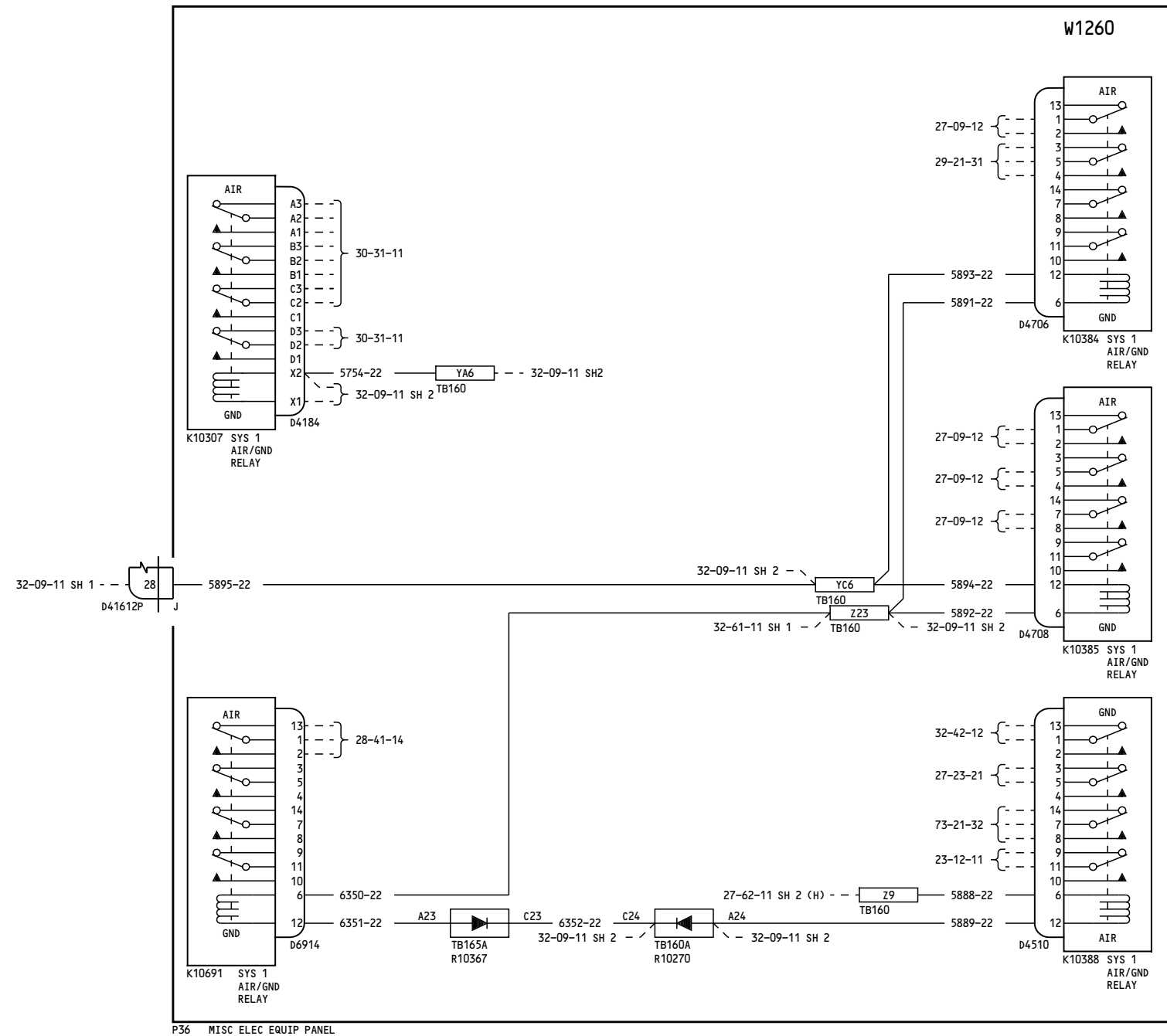
Incorporates

▶ 27A0130 R01

▶ 78-0039 R01

32-09-11

Page 2.1
Sheet 2
Jan 21/2005



NOTES: THE DIAGRAM REFERENCES REPRESENT A TYPICAL CONFIGURATION. FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

Incorporates
▶ 27A0130 R01

003-009

AIR/GROUND RELAYS - SYSTEM 1

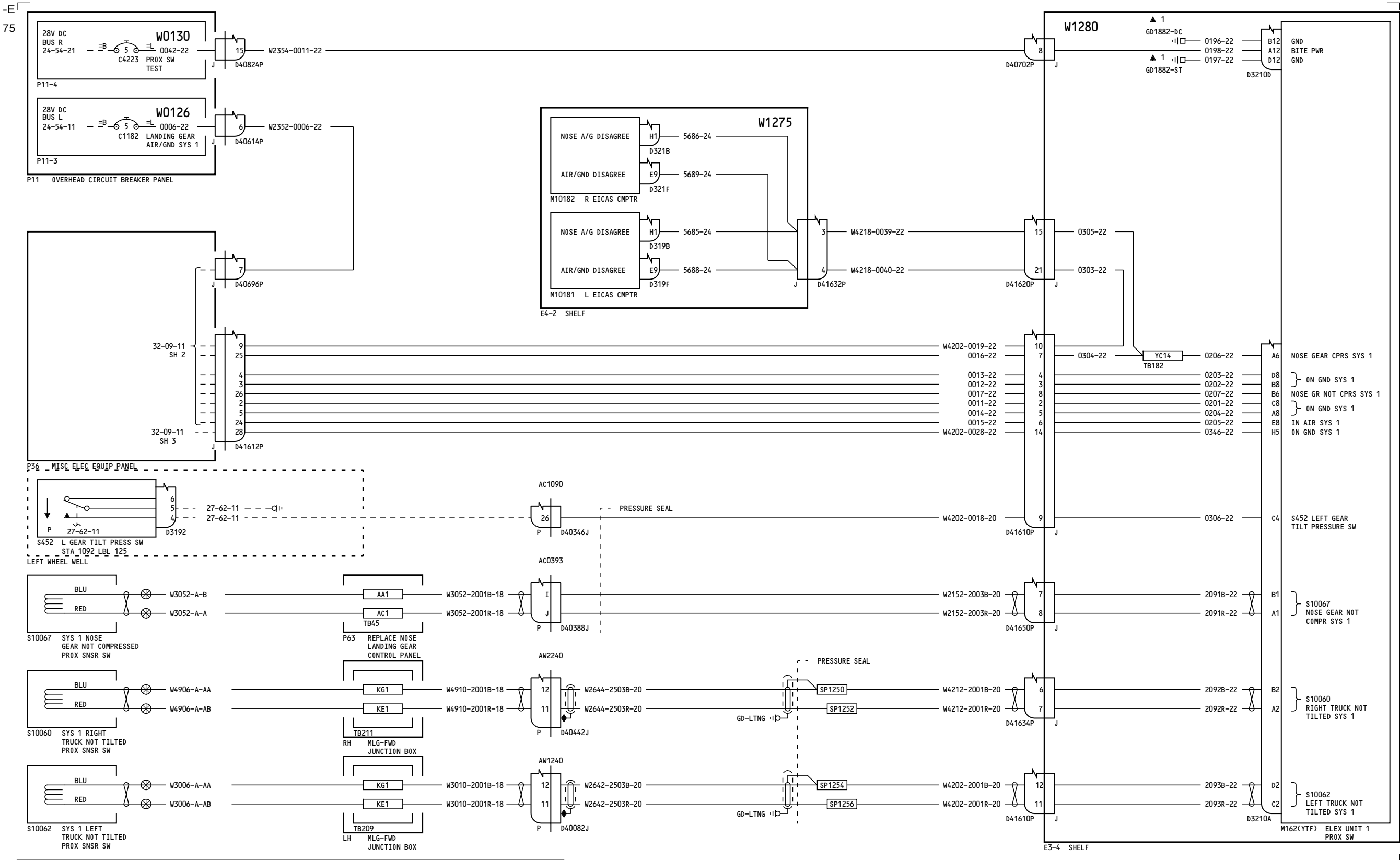
D280N032

32-09-11

Page 2.1
Sheet 3
Jan 21/2005

32-09-11

Page 2.1
Sheet 3
Jan 21/2005



010-099

AIR/GROUND RELAYS - SYSTEM 1

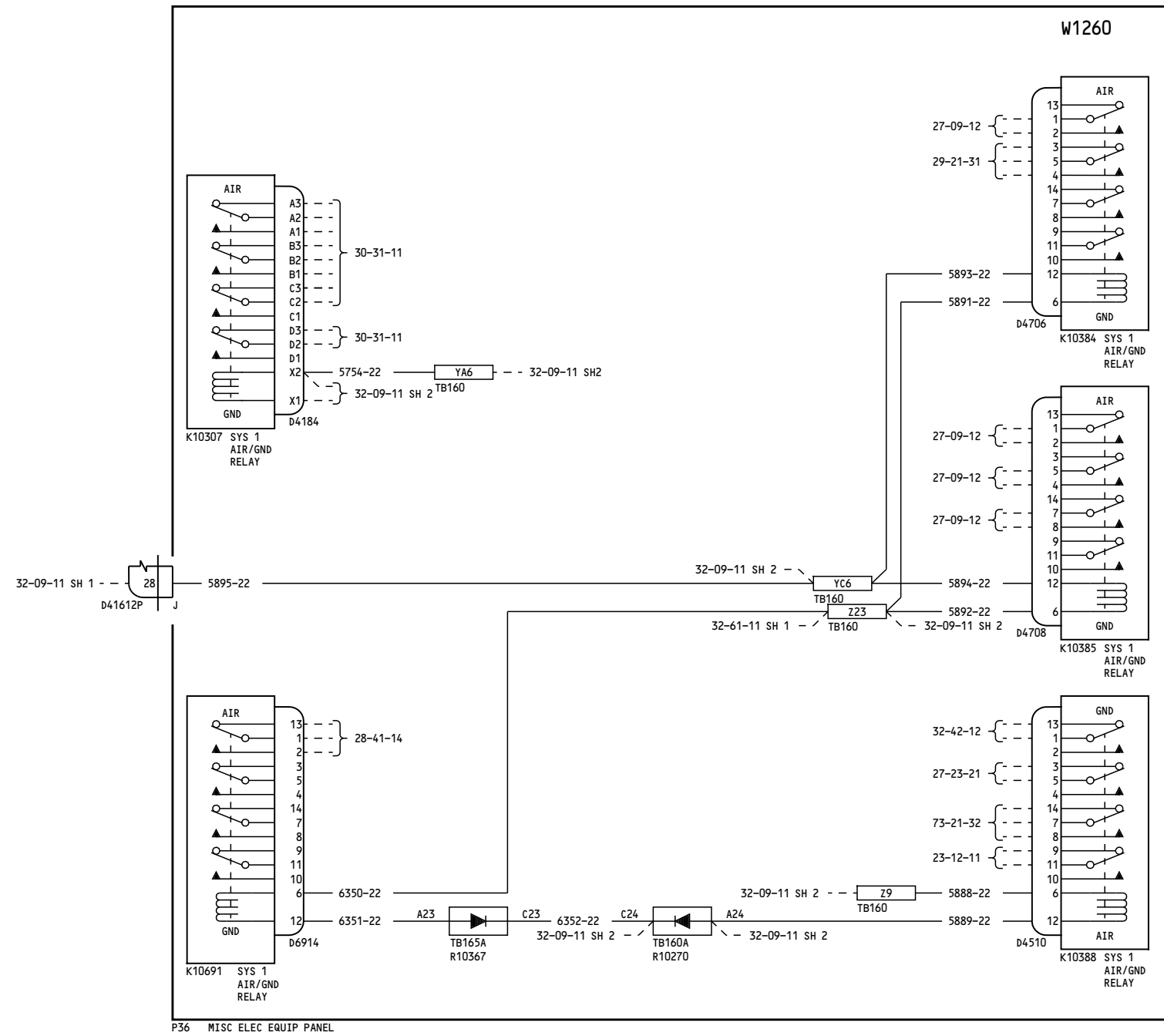
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32-09-11

Page 3
Sheet 1
Jan 21/2005

32-09-11

Page 3
Sheet 1
Jan 21/2005



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AIR/GROUND RELAYS - SYSTEM 1

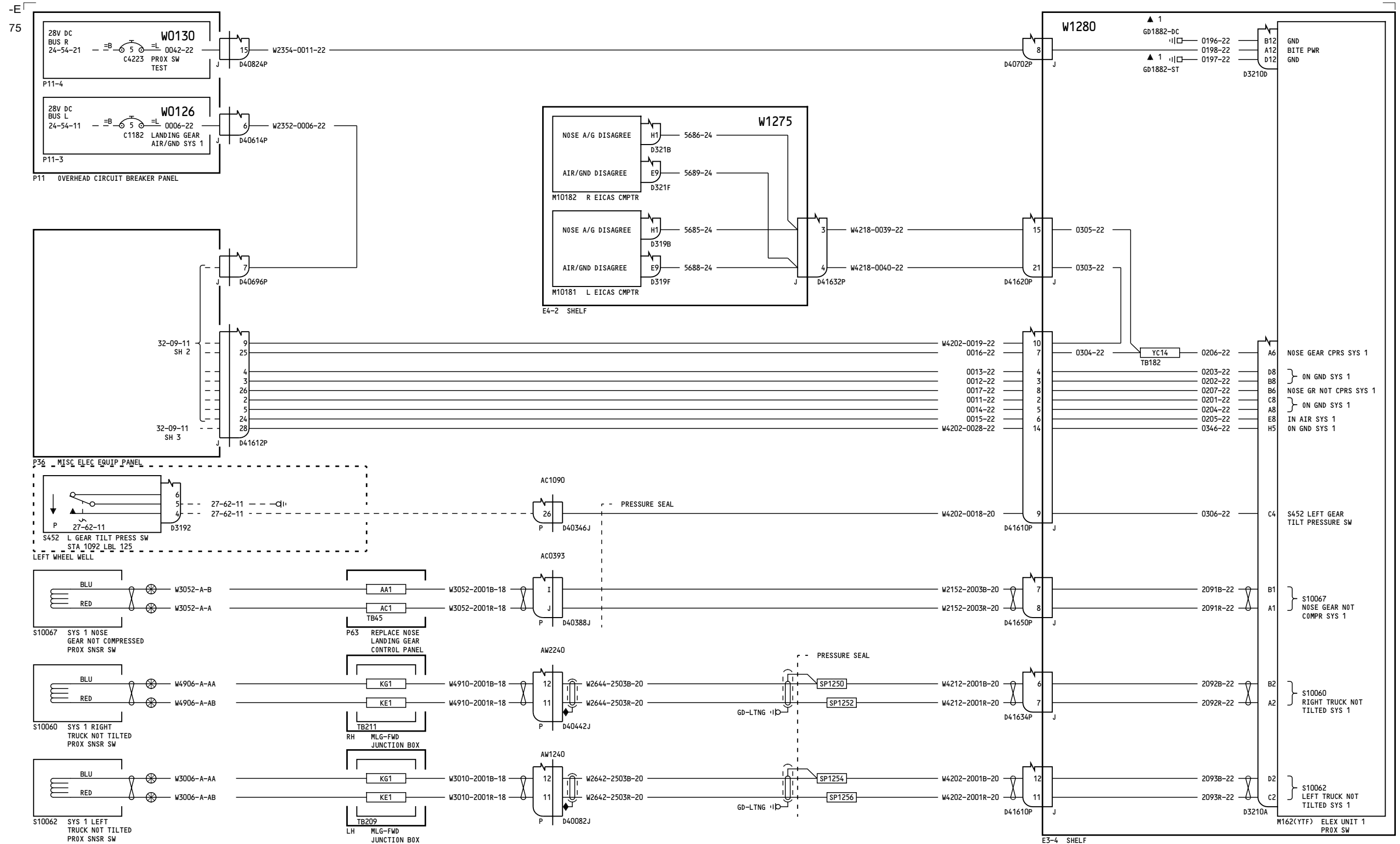
D280N032

32-09-11

Page 3
Sheet 3
Jan 21/2005

32-09-11

Page 3
Sheet 3
Jan 21/2005



010-011

AIR/GROUND RELAYS - SYSTEM 1

D280N032

32-09-11

Page 3.1
Sheet 1
Jan 21/2005

32-09-11

Page 3.1
Sheet 1
Jan 21/2005



Incorporates
▶ 27A0130 R01

AIR/GROUND RELAYS - SYSTEM 1

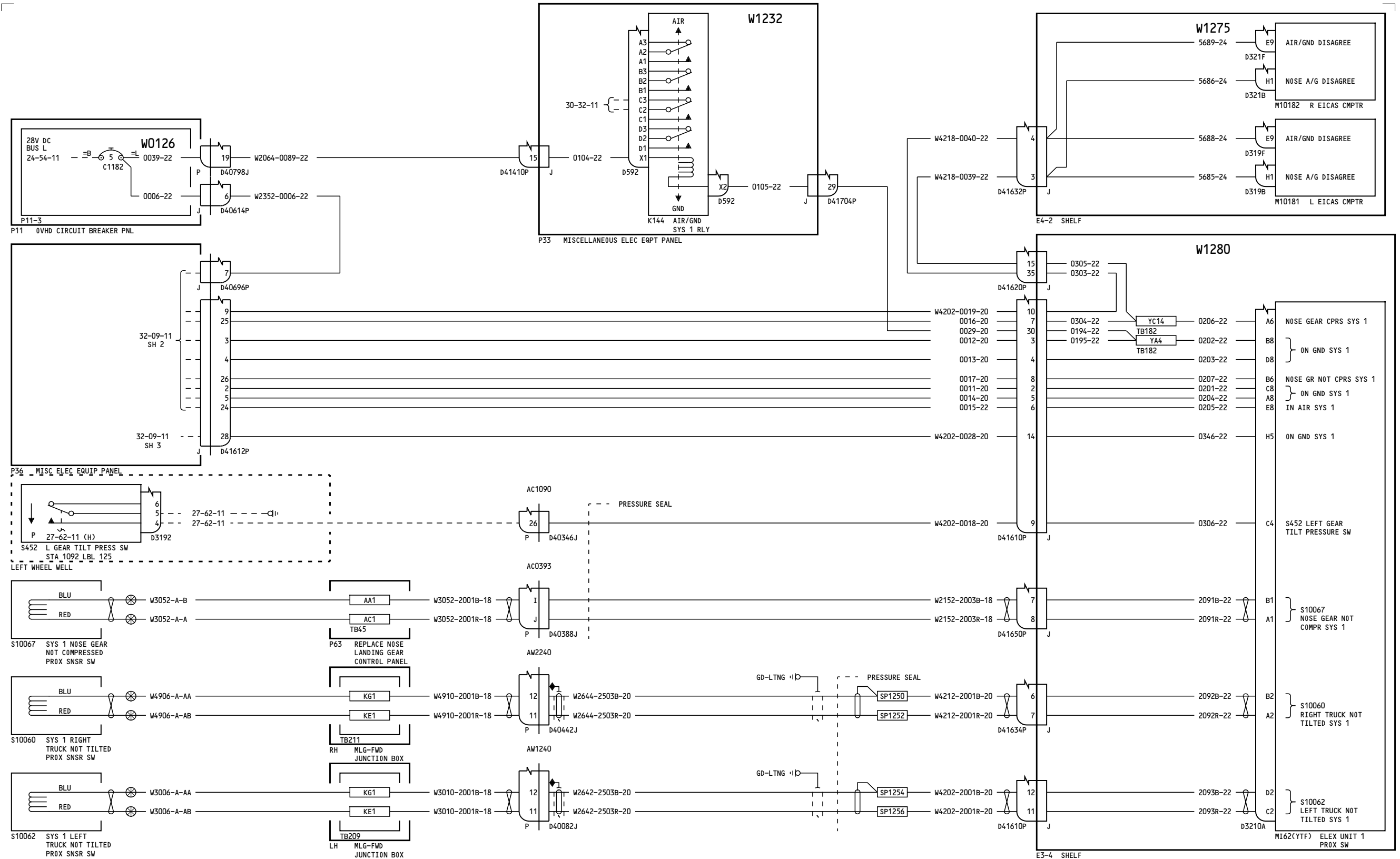
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Page 3.1
Sheet 3
Jan 21/2005

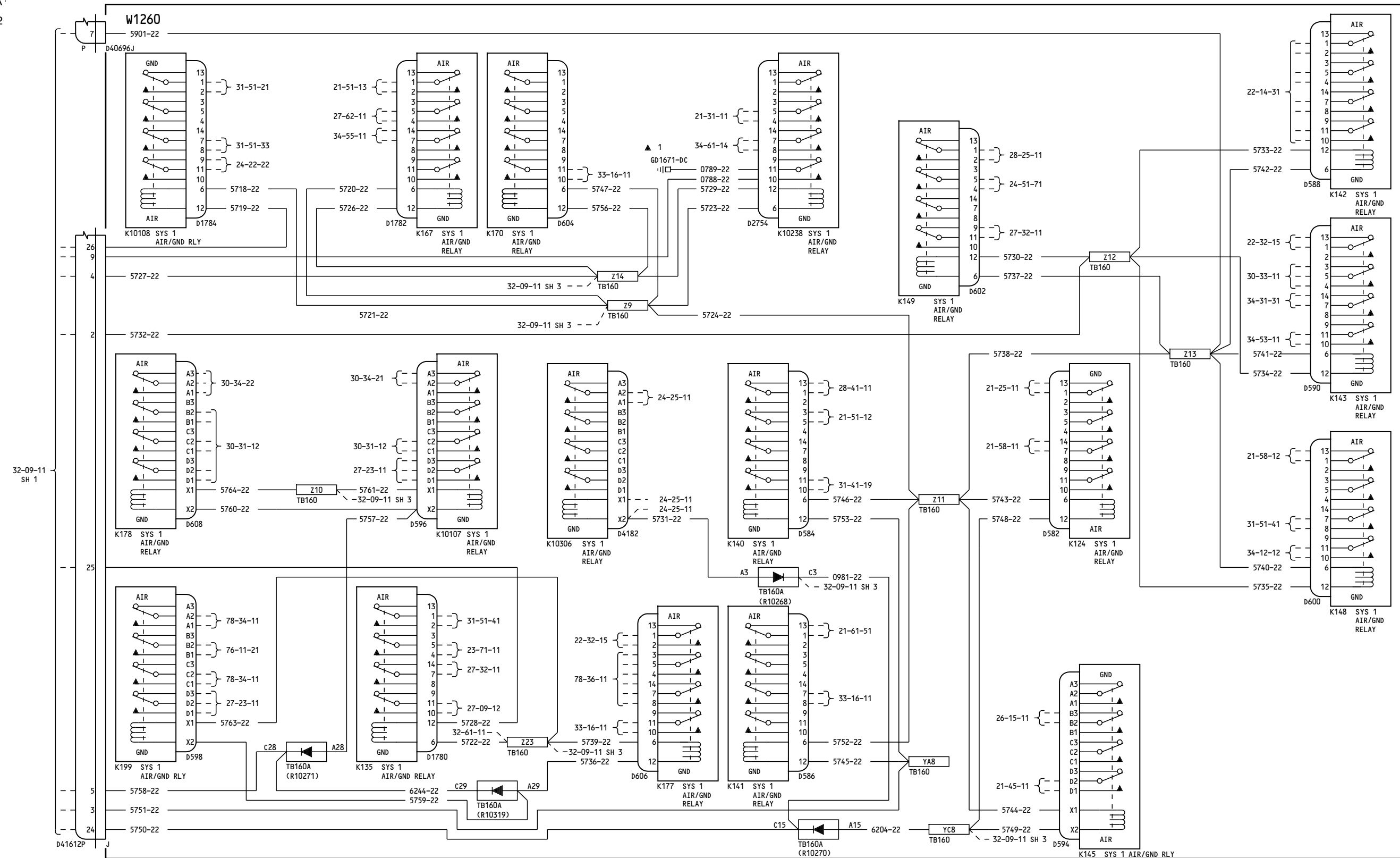
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32-09-11

Page 3.1
Sheet 3
Jan 21/2005



-A
32



115-199

AIR/GROUND RELAYS - SYSTEM 1

D280N032

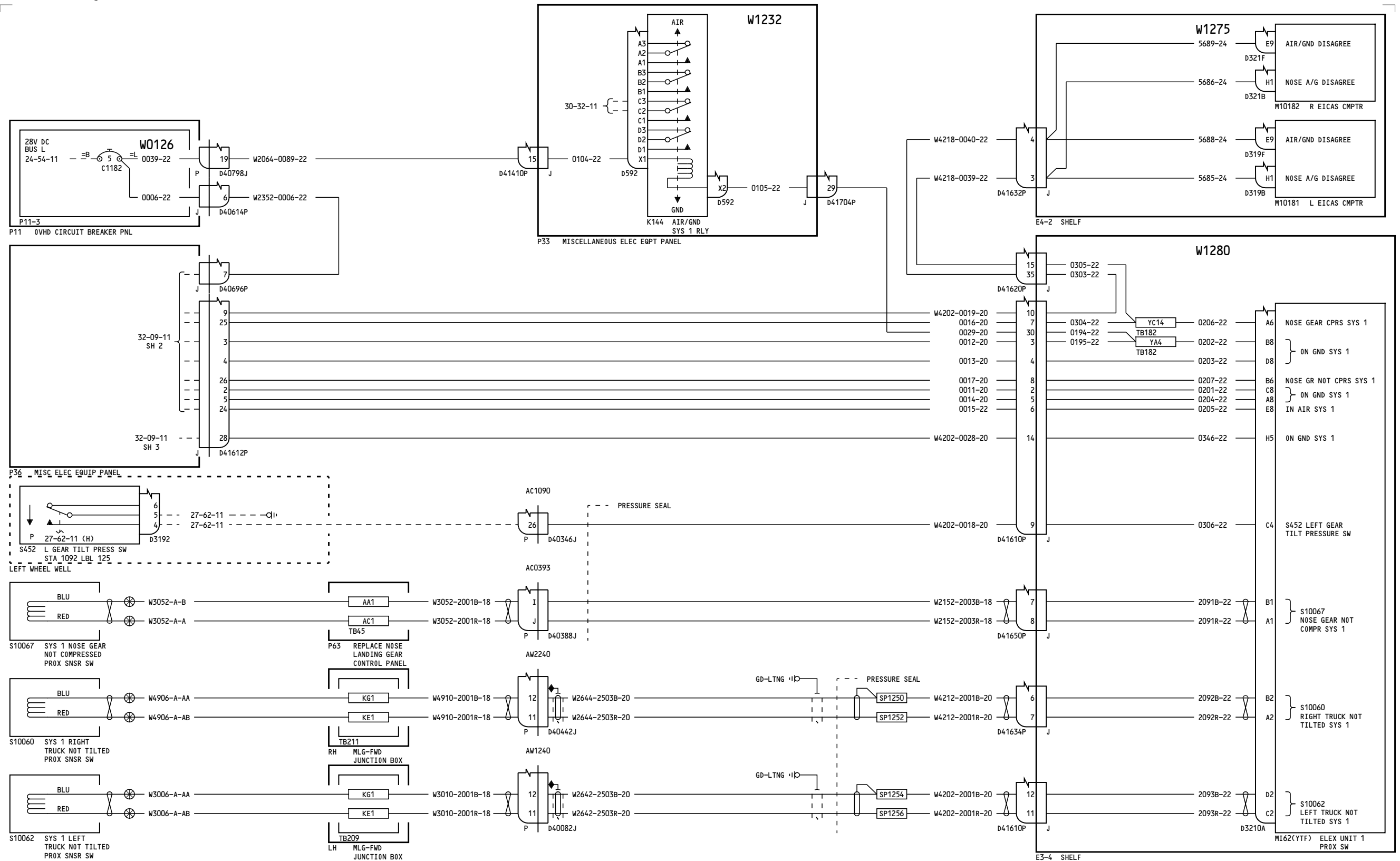
32-09-11

Page 4
Sheet 2
May 17/2006

32-09-11

Page 4
Sheet 2
May 17/2006

-A
37



115

**AIR/GROUND RELAYS -
SYSTEM 1**

D280N032

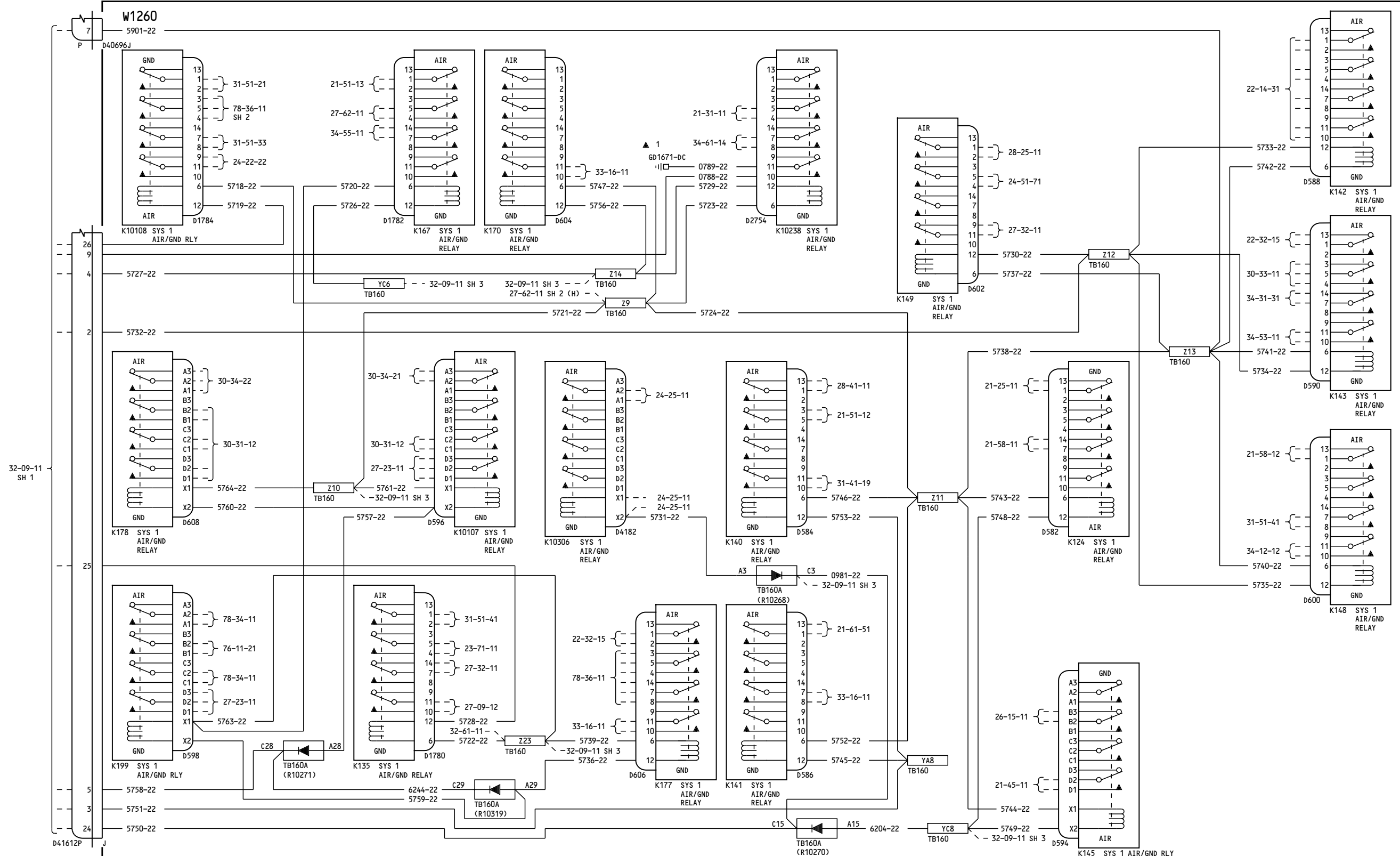
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Page 4.1
Sheet 1
Jan 21/2005

32-09-11

Page 4.1
Sheet 1
Jan 21/2005

-A
320



115

AIR/GROUND RELAYS - SYSTEM 1

D280N032

32-09-11

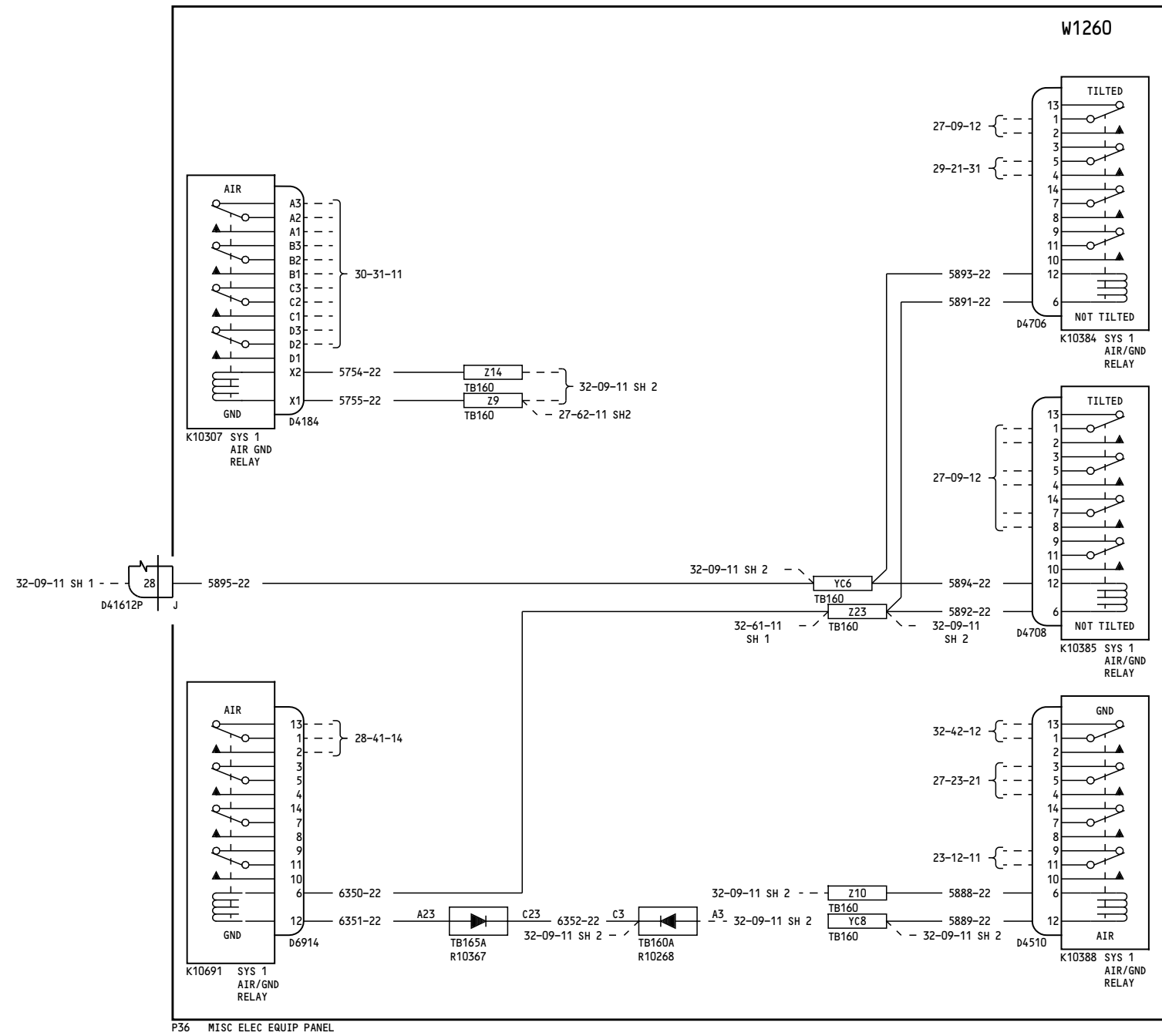
Page 4.1
Sheet 2
May 17/2006

Incorporates
 27A0130 R01
 78-0032 R03
 78-0039 R01

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32-09-11

Page 4.1
Sheet 2
May 17/2006





AIR/GROUND RELAYS - SYSTEM 1

32-09-12

Page 1

Dec 18/2007

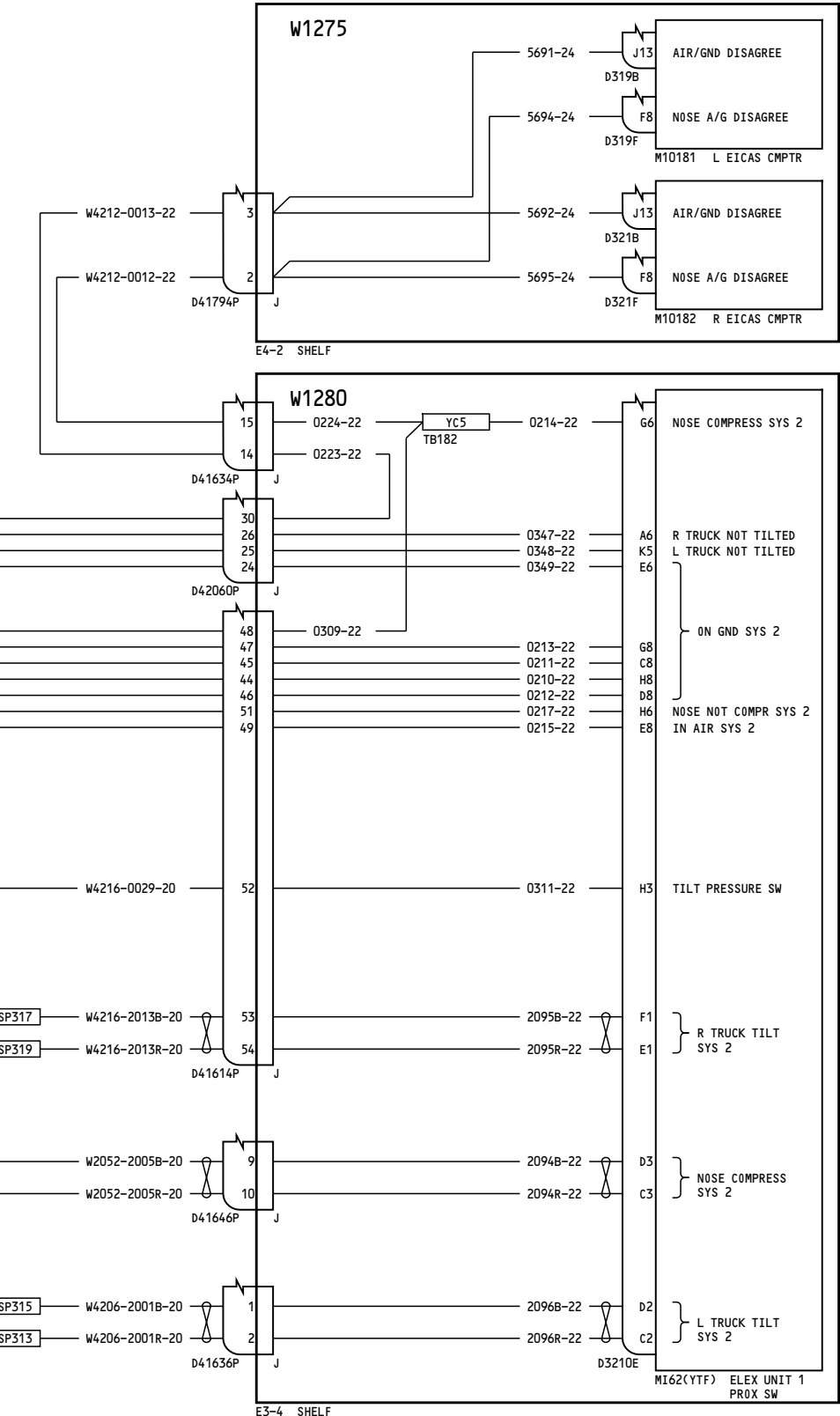
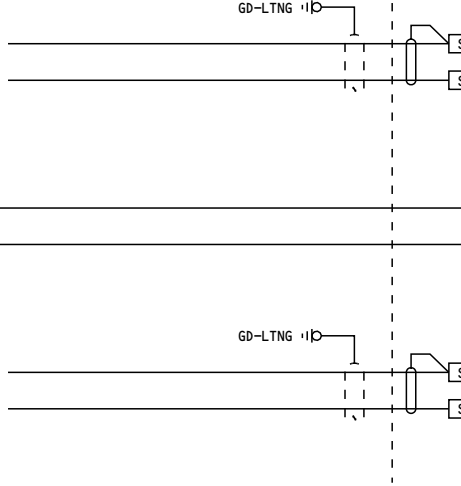
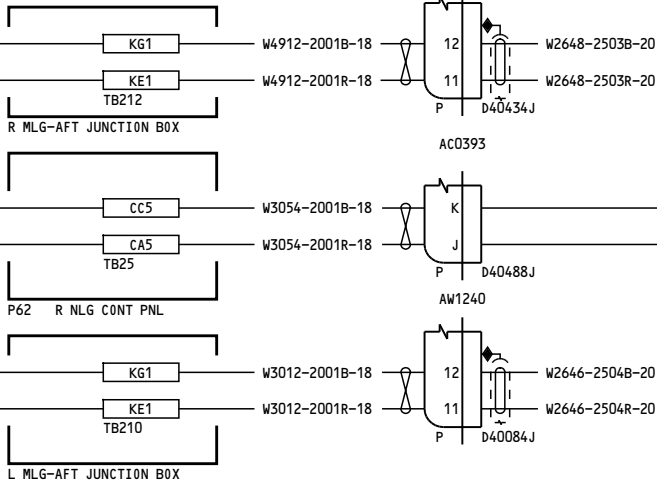
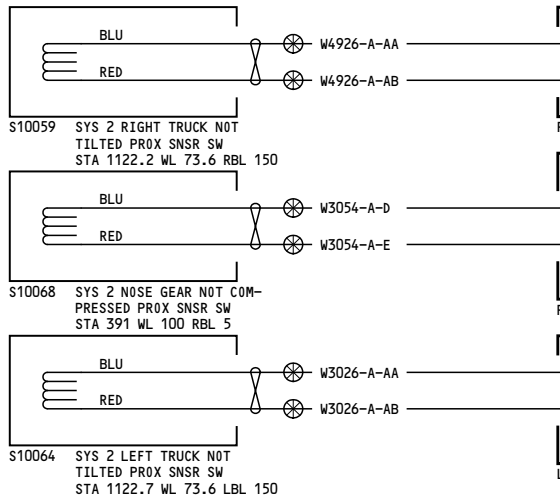
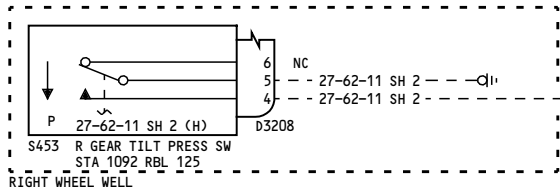
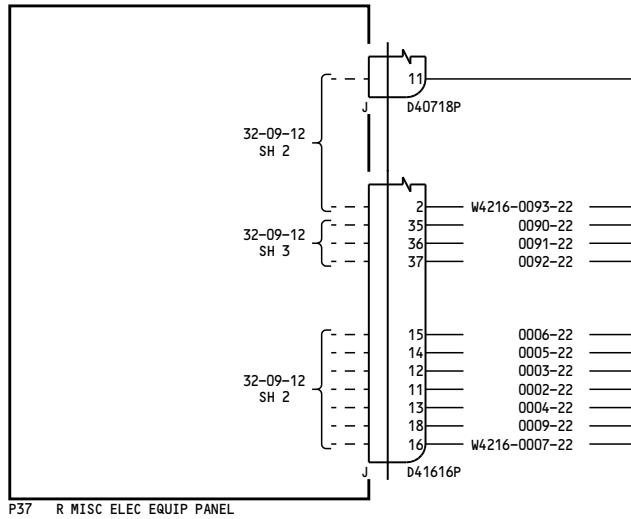
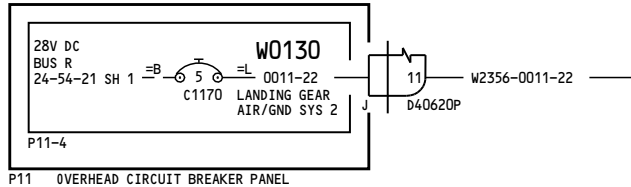
D280N032

32-09-12

Page 1

Dec 18/2007

125



001-002

AIR/GROUND RELAYS - SYSTEM 2

D280N032

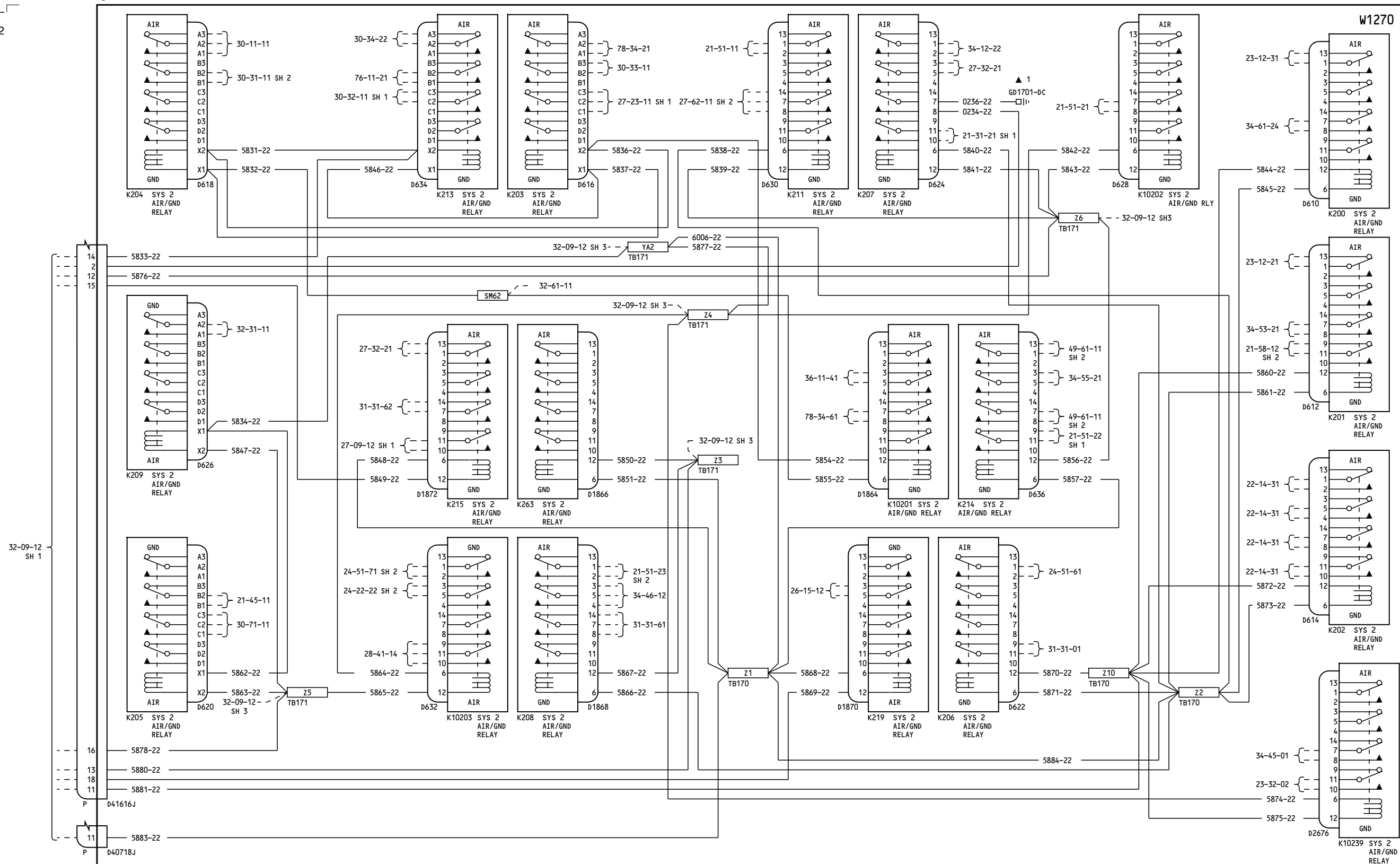
32-09-12

Page 1.1
Sheet 1
Jan 21/2005

Incorporates
27A0130 R01
78-0032 R03

32-09-12

Page 1.1
Sheet 1
Jan 21/2005



001-002

**AIR/GROUND RELAYS -
SYSTEM 2**

32-09-12

Page 1.1
Sheet 2
Jan 21/2005

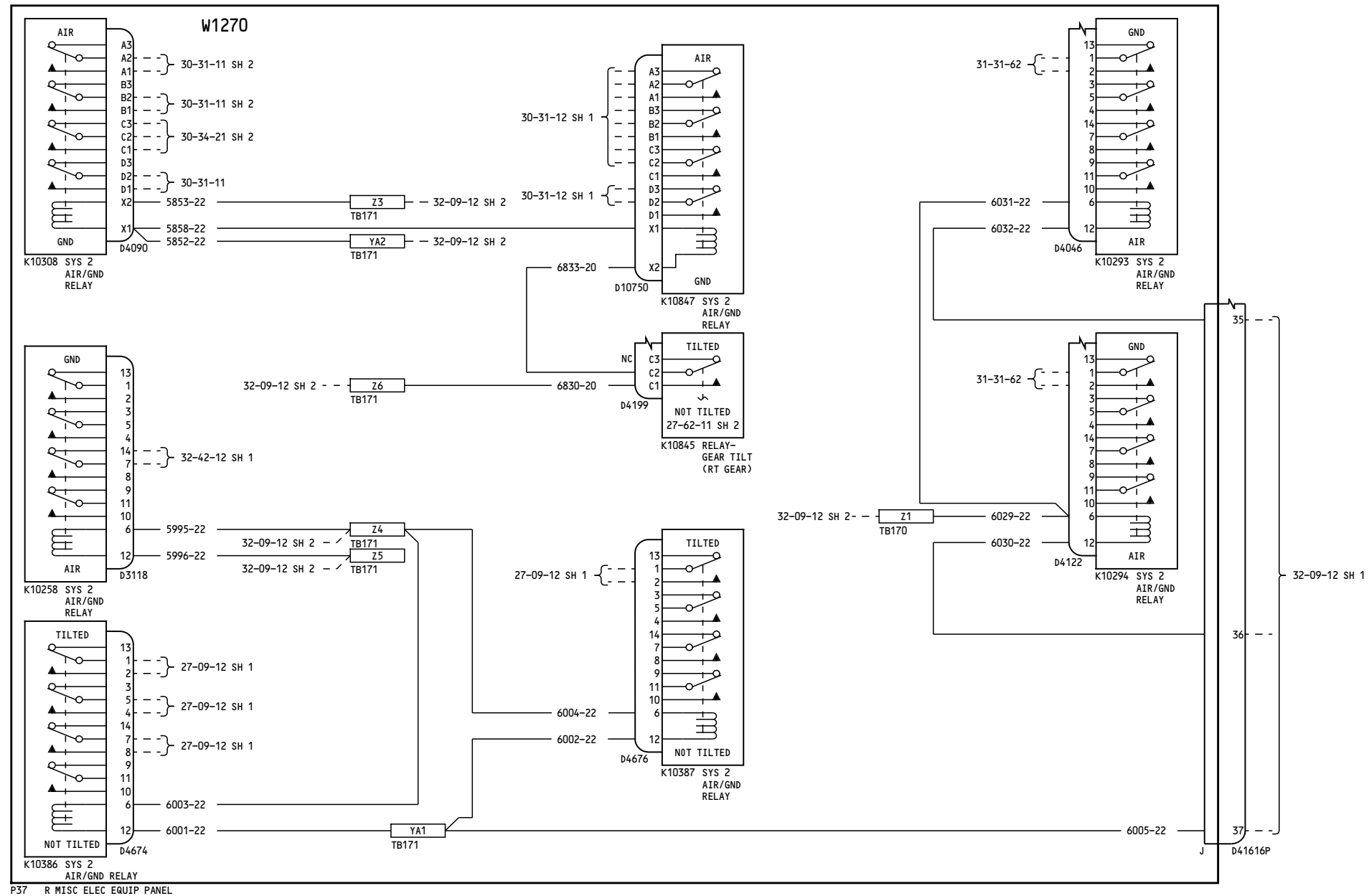
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Incorporates
27A0130 R01

32-09-12

Page 1.1
Sheet 2
Jan 21/2005

115



001-002

**AIR/GROUND RELAYS -
SYSTEM 2**

D280N032

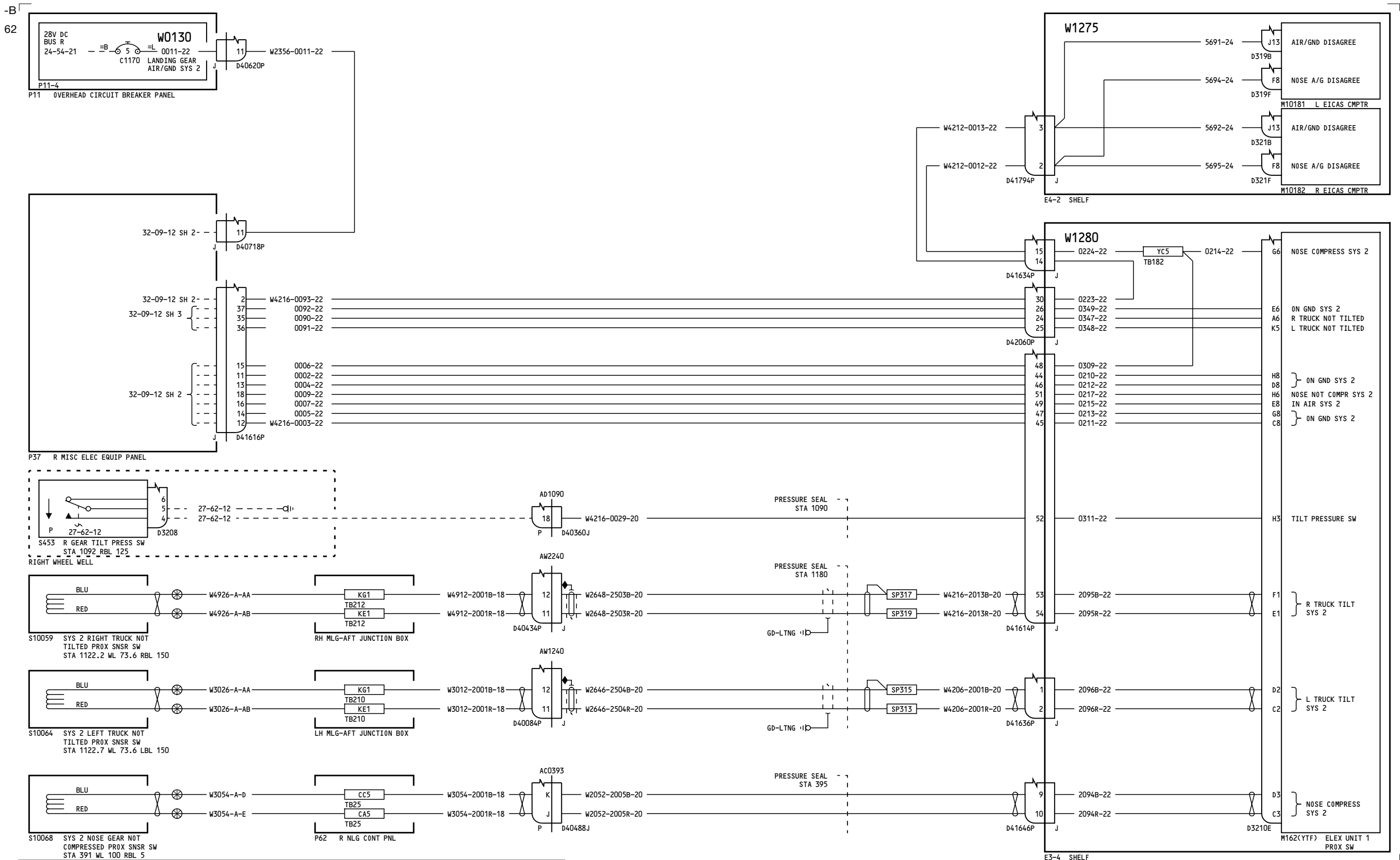
32-09-12

Page 1.1
Sheet 3
Jan 21/2005

Incorporates
27A0130 R01

32-09-12

Page 1.1
Sheet 3
Jan 21/2005



003-099

**AIR/GROUND RELAYS -
SYSTEM 2**

D280N032

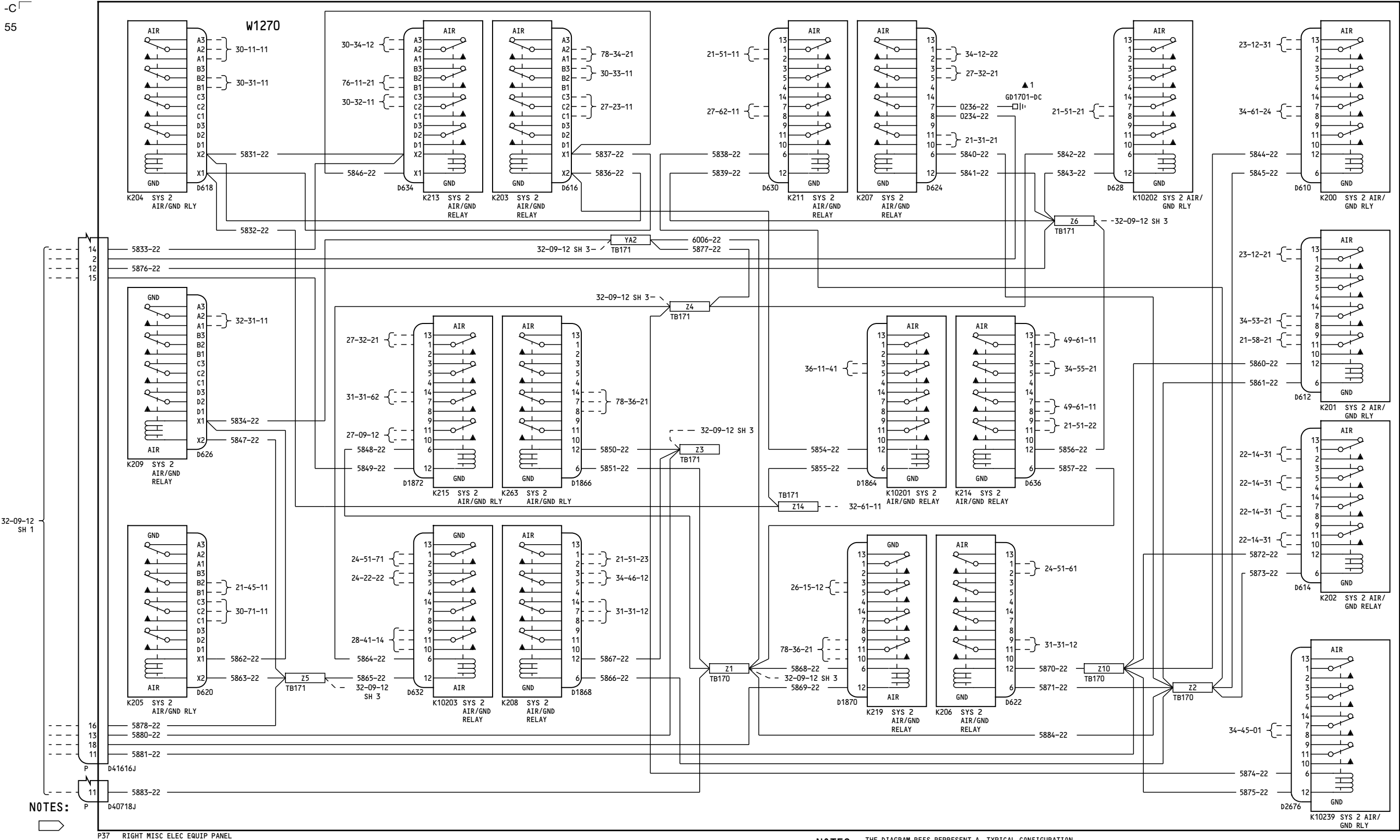
32-09-12

Page 2
Sheet 1
Jan 21/2005

32-09-12

Page 2
Sheet 1
Jan 21/2005

-C
55



NOTES: THE DIAGRAM REFS REPRESENT A TYPICAL CONFIGURATION.
FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

003-099

**AIR/GROUND RELAYS -
SYSTEM 2**

32-09-12

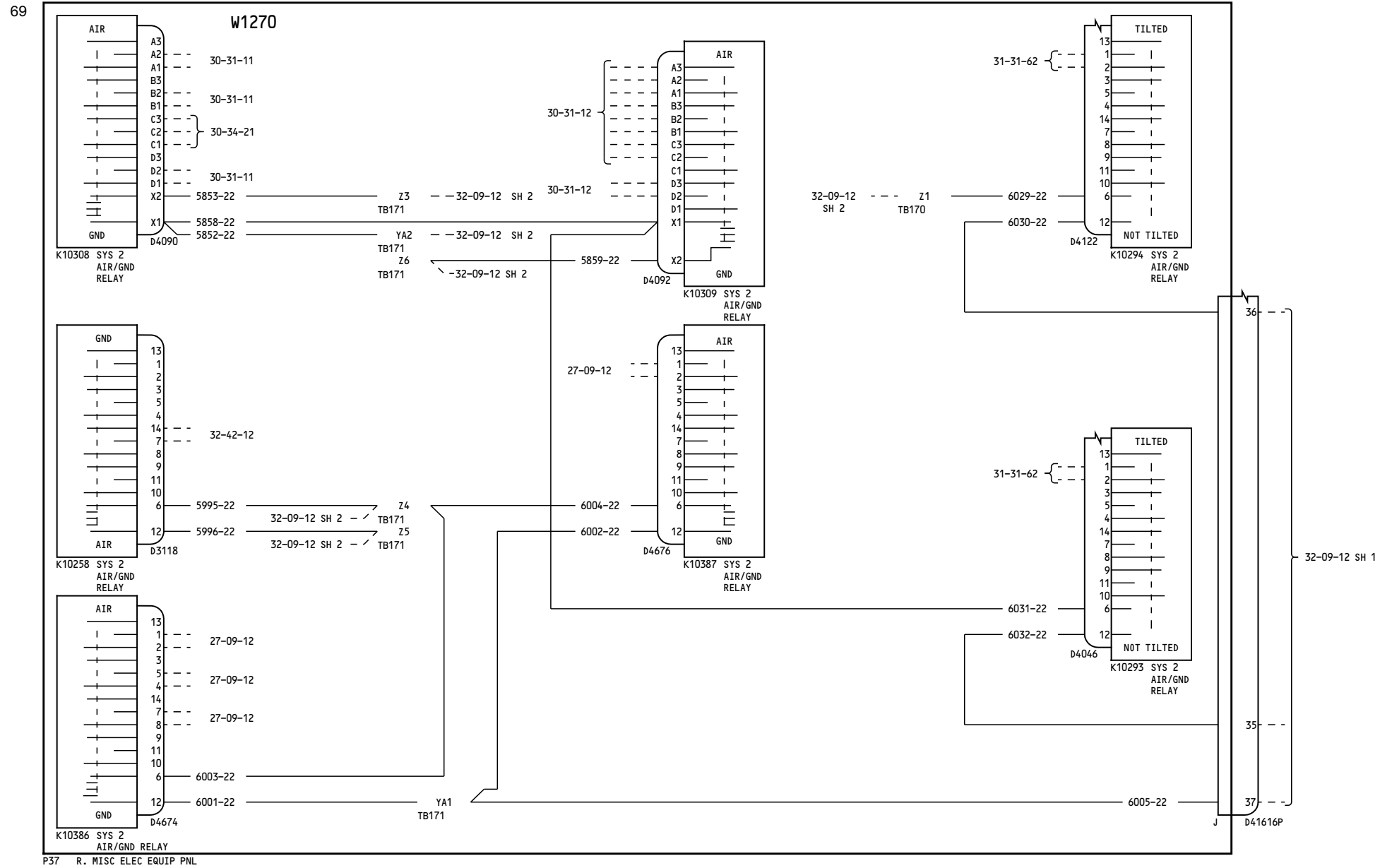
Page 2
Sheet 2
Jan 21/2005

D280N032

32-09-12

Page 2
Sheet 2
Jan 21/2005

-B



NOTES:

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003-099

**AIR/GROUND RELAYS -
SYSTEM 2**

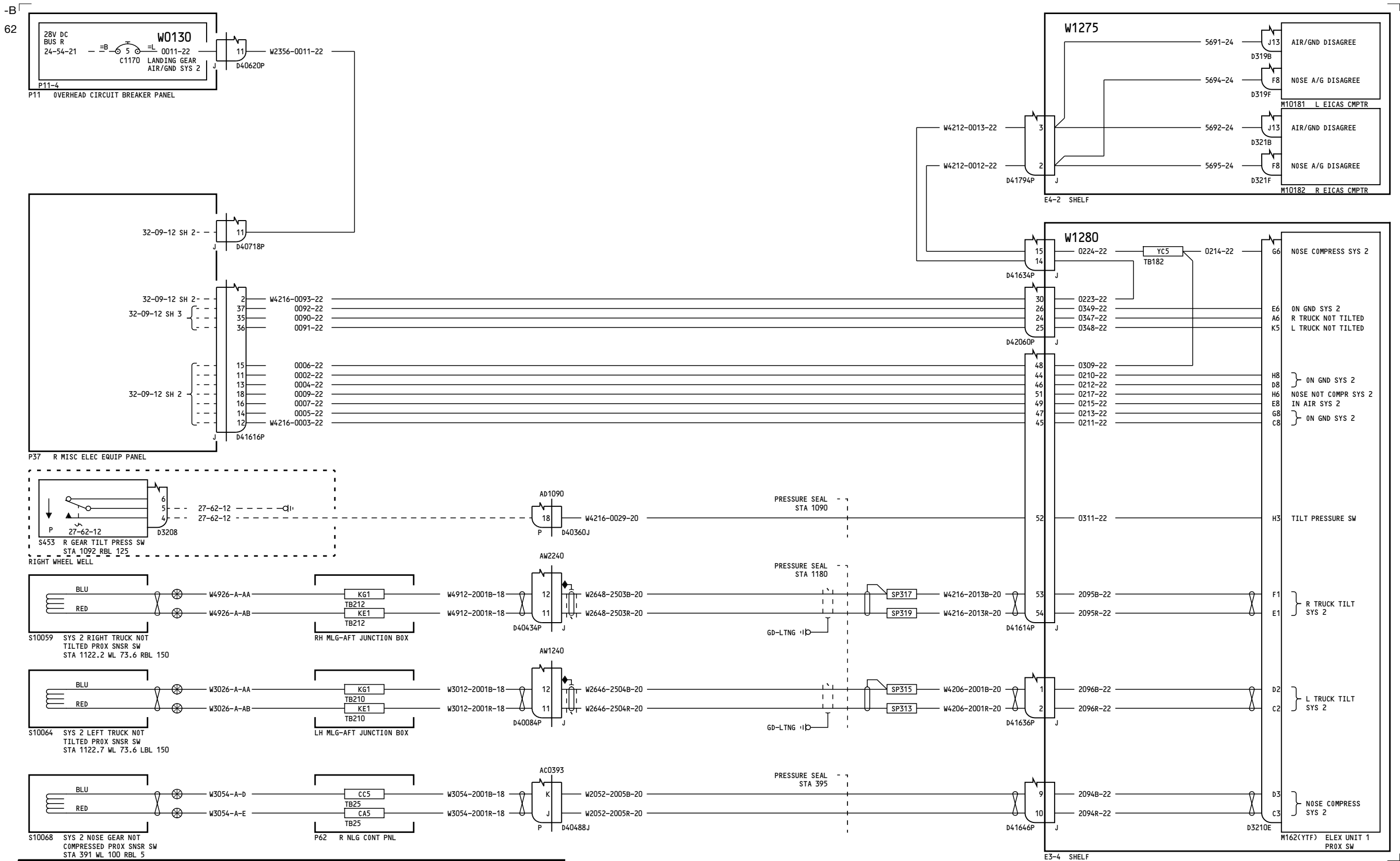
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32-09-12

Page 2
Sheet 3
Jan 21/2005

32-09-12

Page 2
Sheet 3
Jan 21/2005



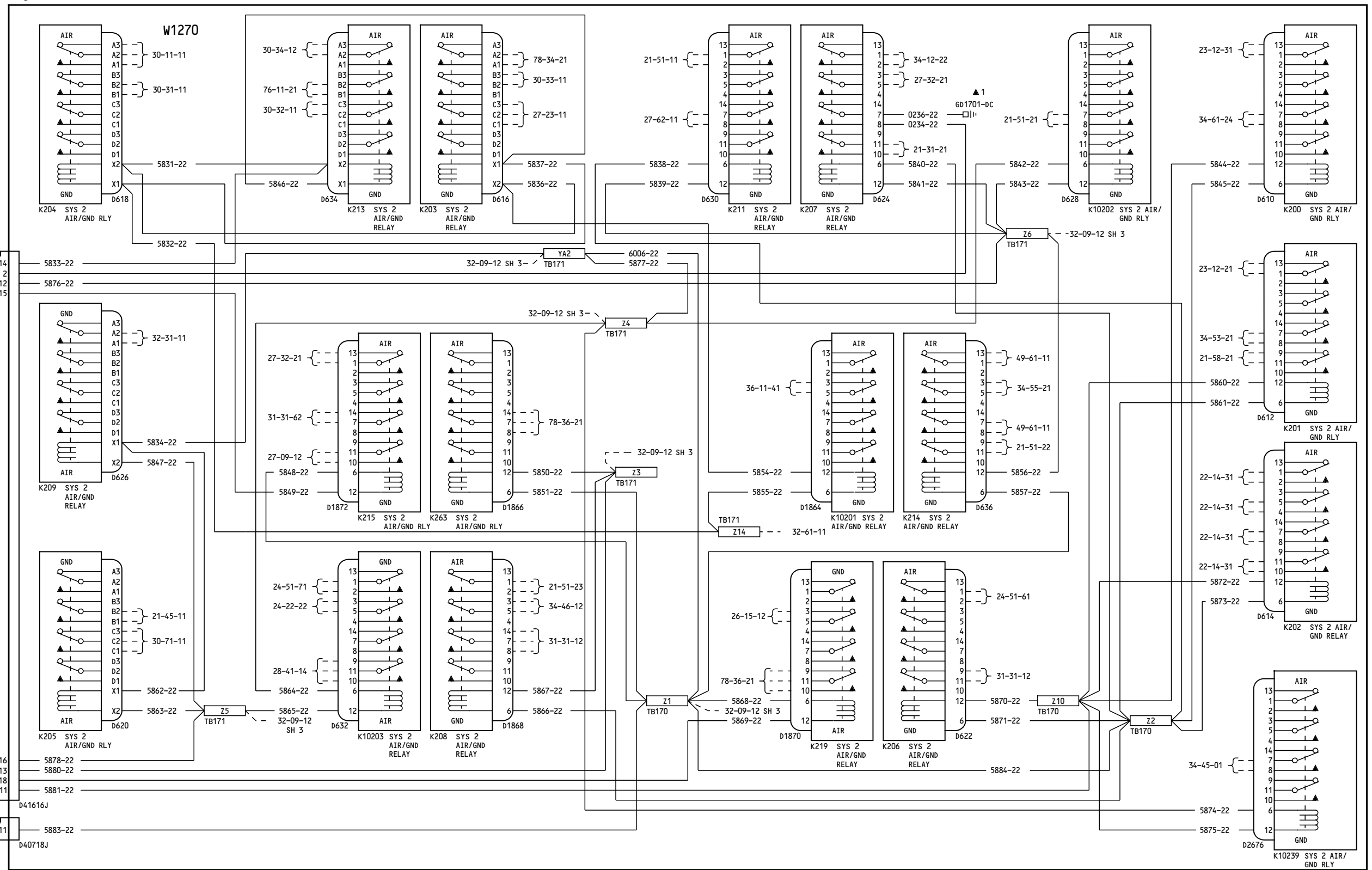
-C
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32-09-12
SH 1

NOTES:



P37 RIGHT MISC ELEC EQUIP PANEL



NOTES: THE DIAGRAM REFS REPRESENT A TYPICAL CONFIGURATION.
FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

003-011

AIR/GROUND RELAYS -
SYSTEM 2

D280N032

32-09-12

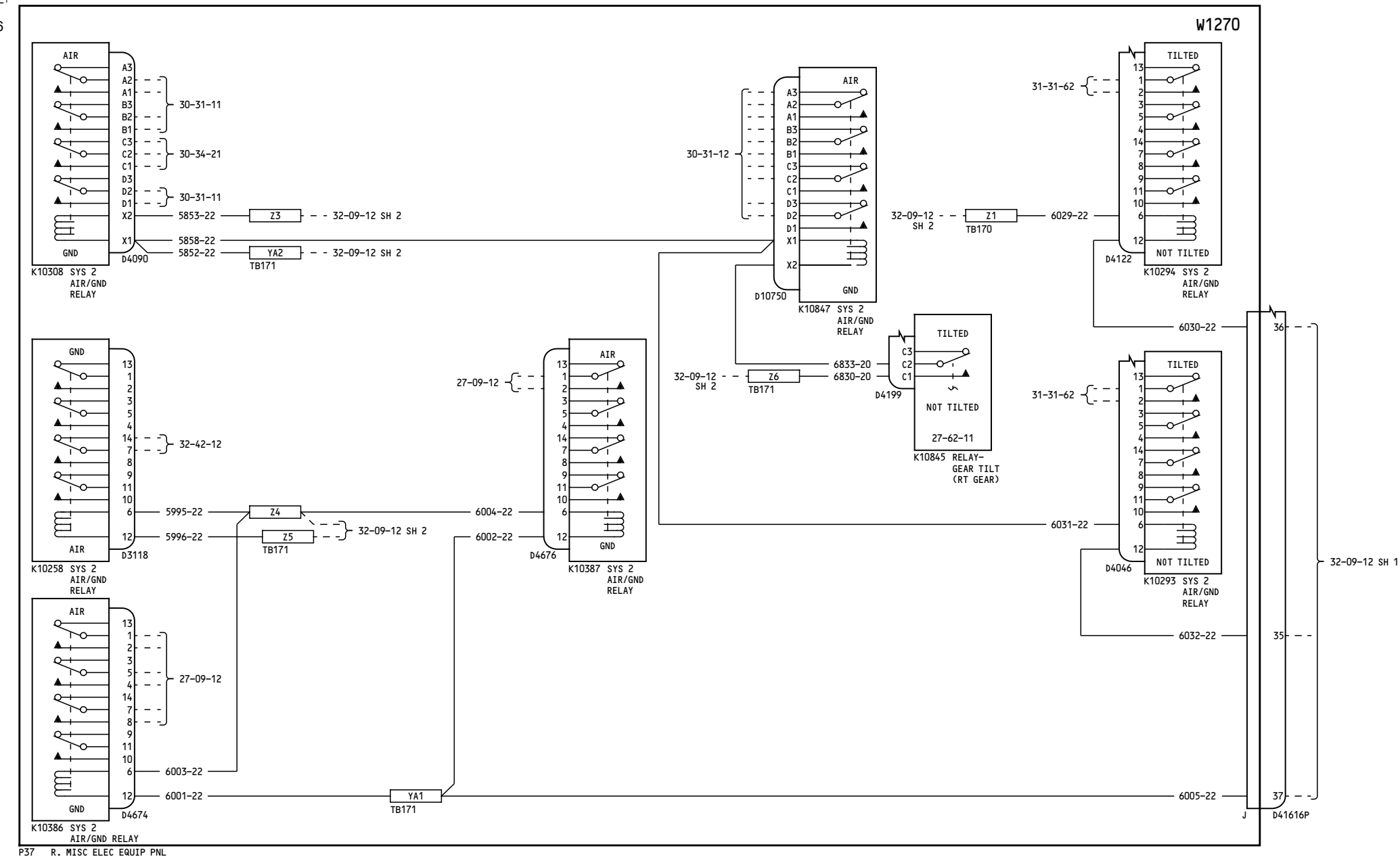
Page 2.1
Sheet 2
Jan 21/2005

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32-09-12

Page 2.1
Sheet 2
Jan 21/2005

116



NOTES:

THE DIAGRAM REFERENCES REPRESENT A TYPICAL CONFIGURATION. FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

003-011

**AIR/GROUND RELAYS -
SYSTEM 2**

D280N032

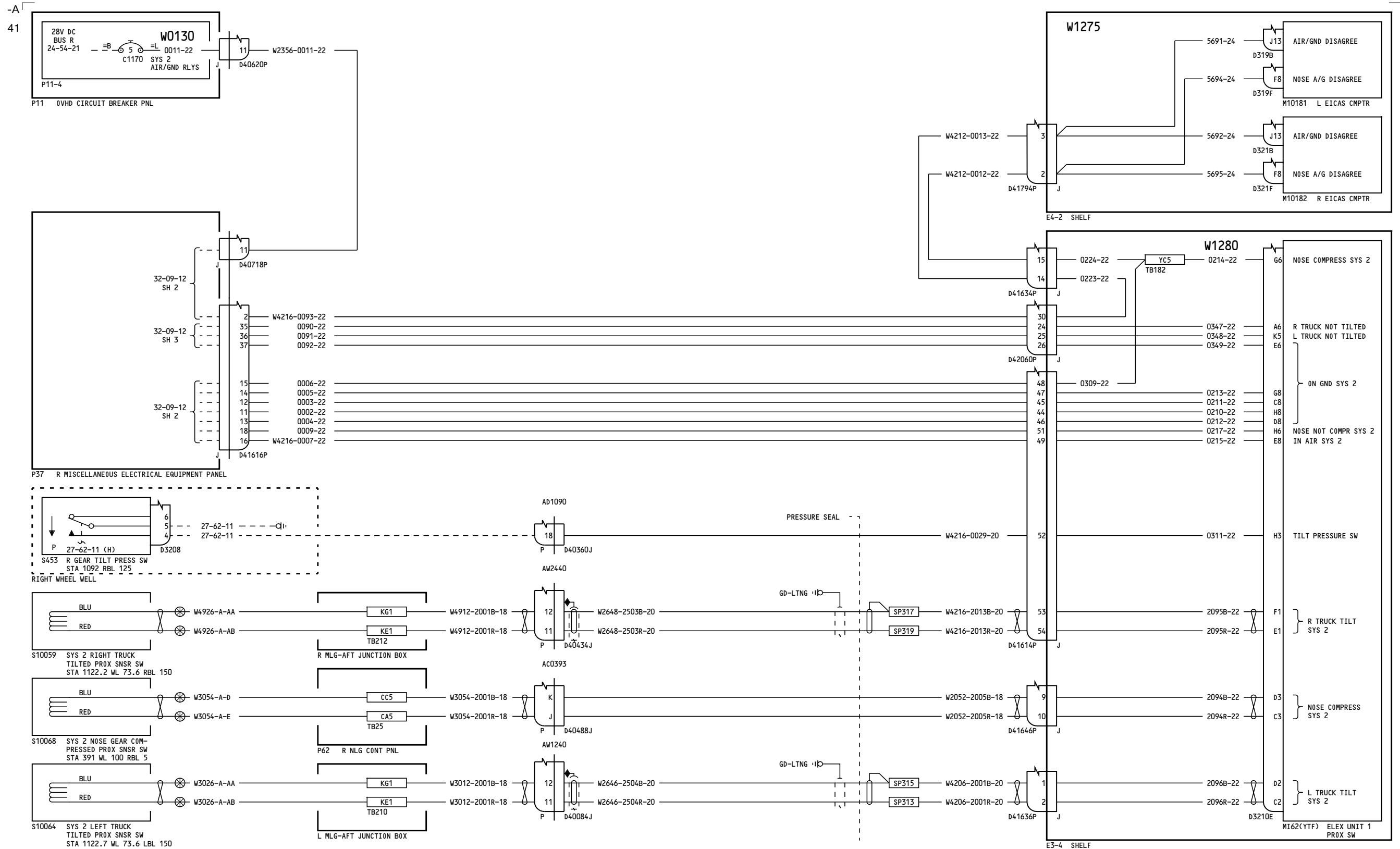
32-09-12

Page 2.1
Sheet 3
Jan 21/2005

Incorporates
27A0130 R01

32-09-12

Page 2.1
Sheet 3
Jan 21/2005



115-199

AIR/GROUND RELAYS - SYSTEM 2

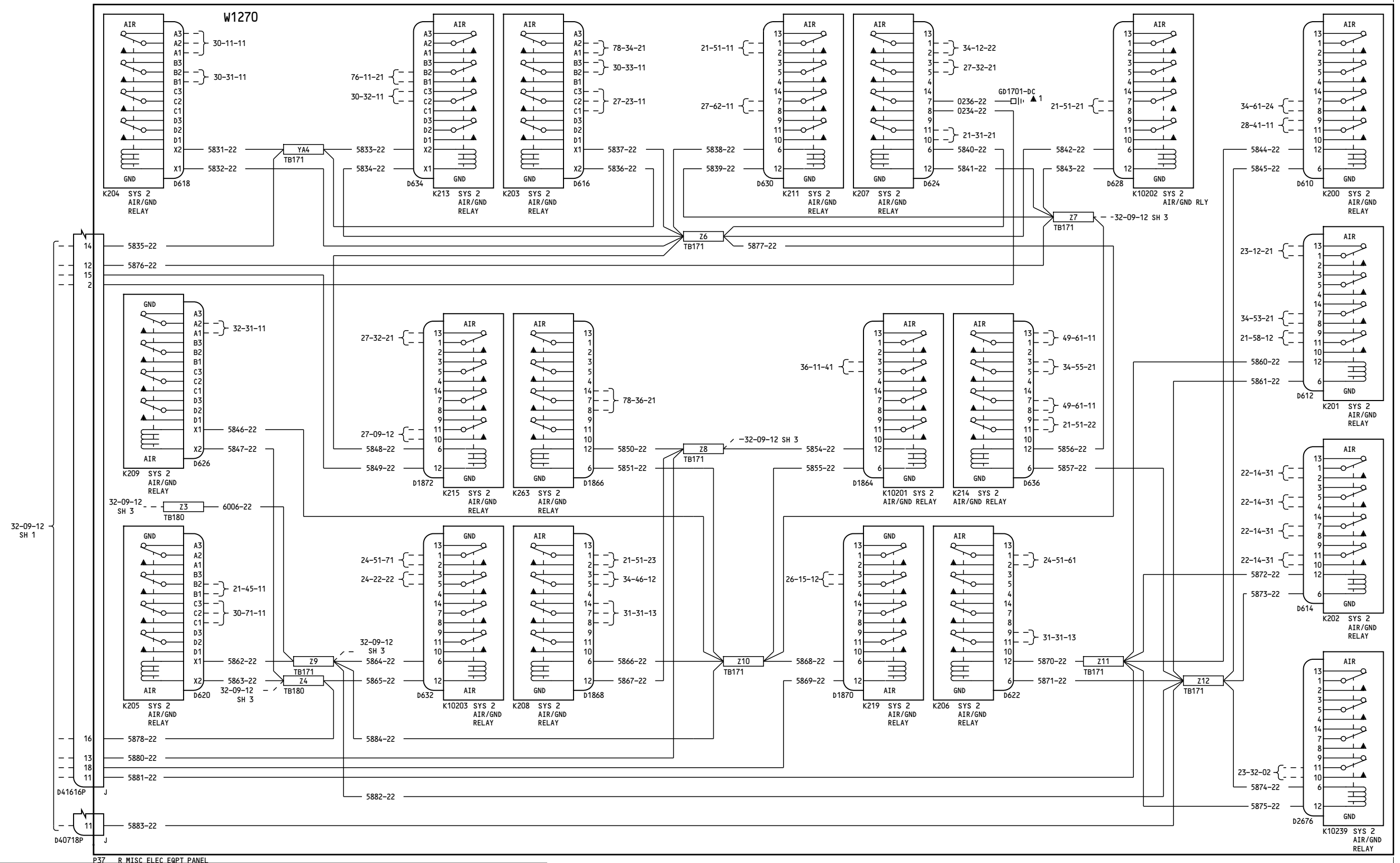
D280N032

32-09-12

Page 3
Sheet 1
Jan 21/2005

32-09-12

Page 3
Sheet 1
Jan 21/2005



115-199

**AIR/GROUND RELAYS -
SYSTEM 2**

D280N032

32-09-12

Page 3
Sheet 2
Jan 21/2005

32-09-12

Page 3
Sheet 2
Jan 21/2005



W1270

K10308 SYS 2 AIR/GND RELAY
 Terminals: A3, A2, A1, B3, B2, B1, C3, C2, C1, D3, D2, D1, X2, X1, GND, D4090
 Connections: 5853-22 to Z8, 5852-22 to Z9, 32-09-12 SH 2 to Z3

K10309 SYS 2 AIR/GND RLY
 Terminals: A3, A2, A1, B3, B2, B1, C3, C2, C1, D3, D2, D1, X1, X2, GND, d4092
 Connections: 5858-22 to Z7, 32-09-12 SH 2 to Z3, 5859-22 to Z3

K10386 SYS 2 AIR/GND RLY
 Terminals: 13, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, GND, D4674
 Connections: 6003-22 to Z3, 6001-22 to Z3, 32-09-12 SH 2 to Z3

K10387 SYS 2 AIR/GND RLY
 Terminals: 13, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, GND, D4676
 Connections: 6004-22 to Z3, 6002-22 to Z3, 6029-22 to Z3

K10294 SYS 2 AIR/GND RLY
 Terminals: 13, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, GND, D4122
 Connections: 6030-22 to J, 36 to J

K10293 SYS 2 AIR/GND RLY
 Terminals: 13, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, GND, D4046
 Connections: 6031-22 to Z3, 6032-22 to J, 35 to J

K10258 SYS 2 AIR/GND RLY
 Terminals: 13, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, GND, D3118
 Connections: 5995-22 to Z3, 5996-22 to Z4, 32-09-12 SH 2 to Z3, 32-42-12 to Z3

Z3
 Terminals: TB180, YA5, TB180

Z4
 Terminals: TB180

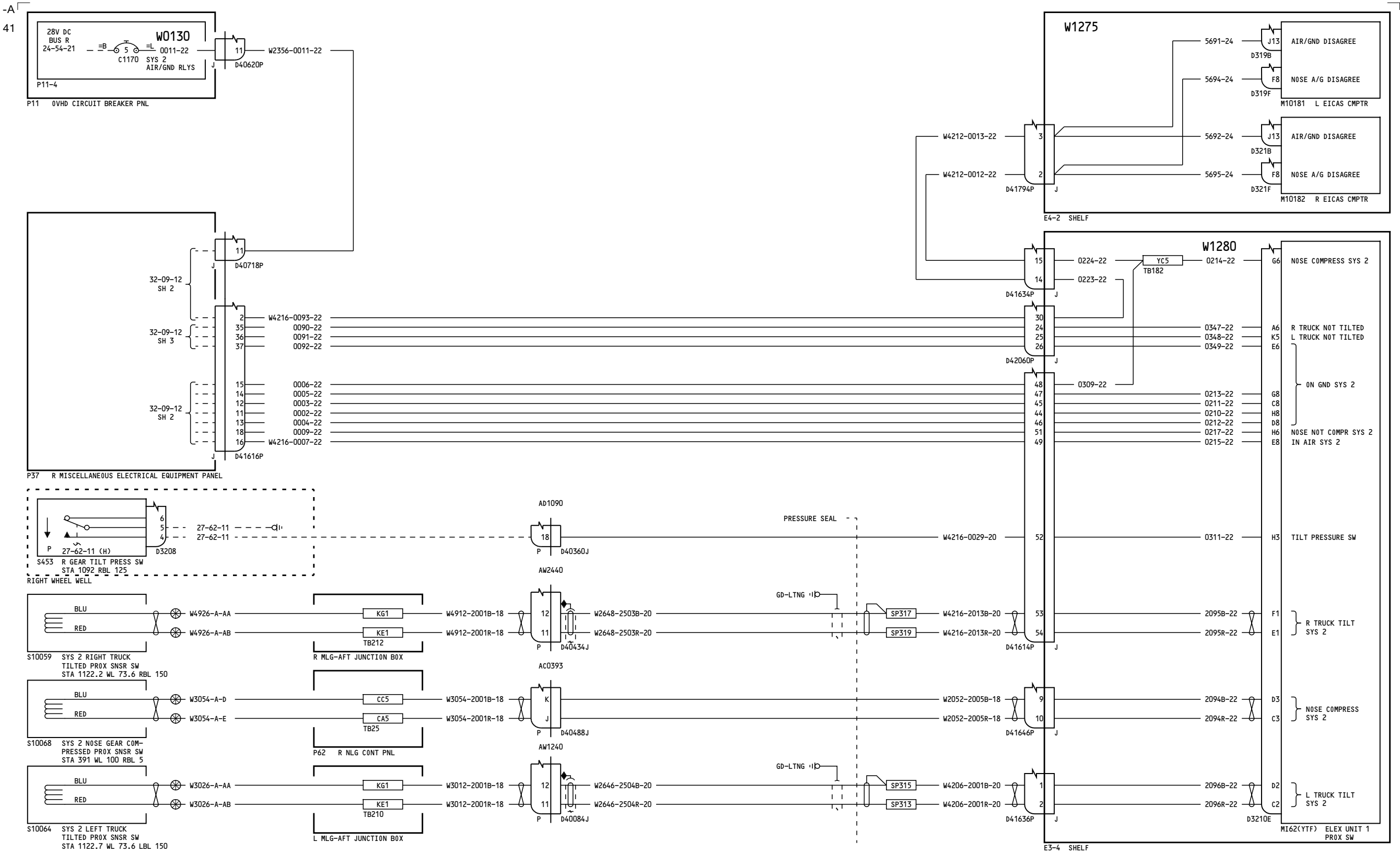
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 Terminals: 35, 36, 37, D41616P

P37 R MISC ELEC EQPT PANEL

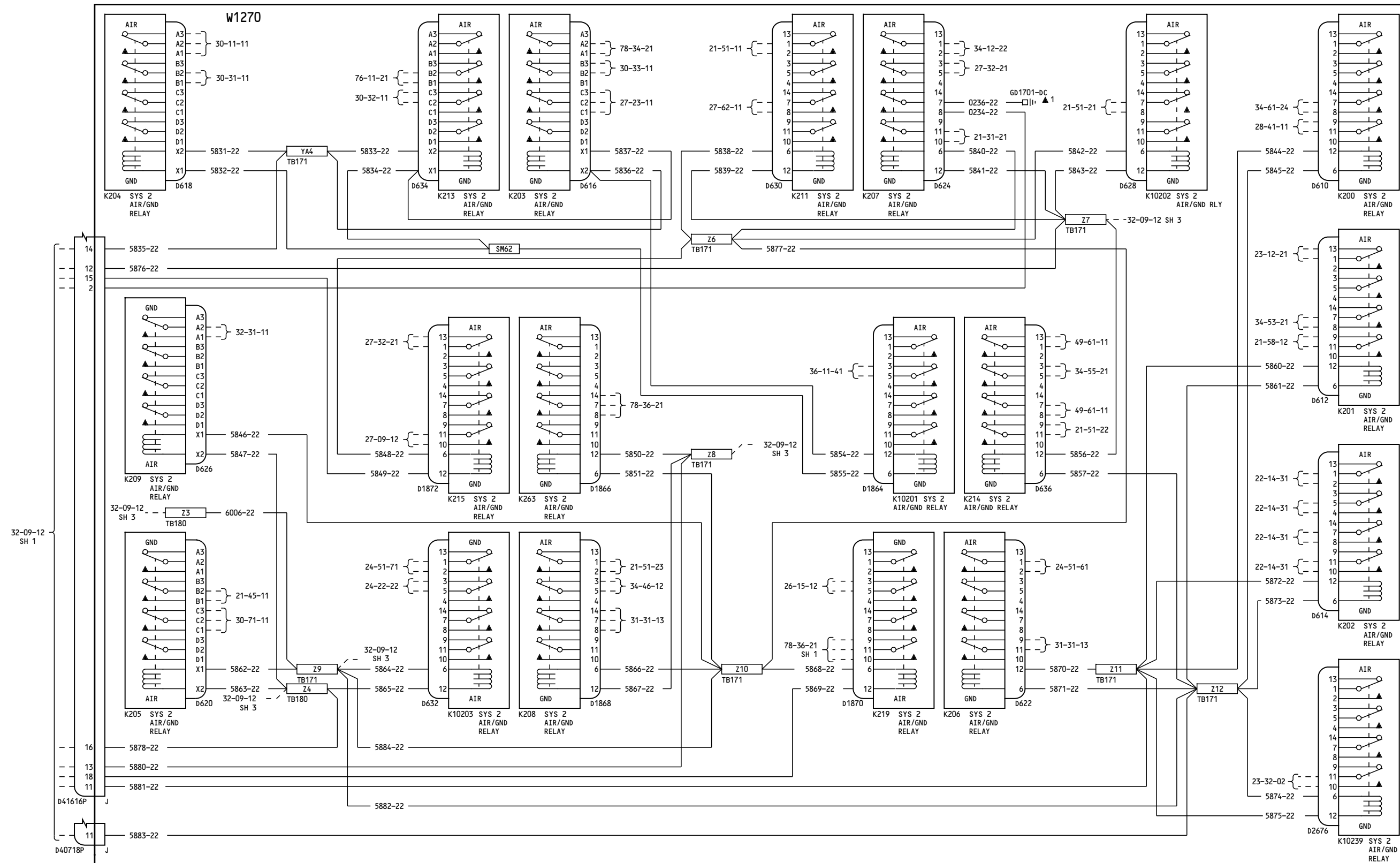
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Page 3
Sheet 3
Jan 21/2005

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-A
184



115

**AIR/GROUND RELAYS -
SYSTEM 2**

D280N032

32-09-12

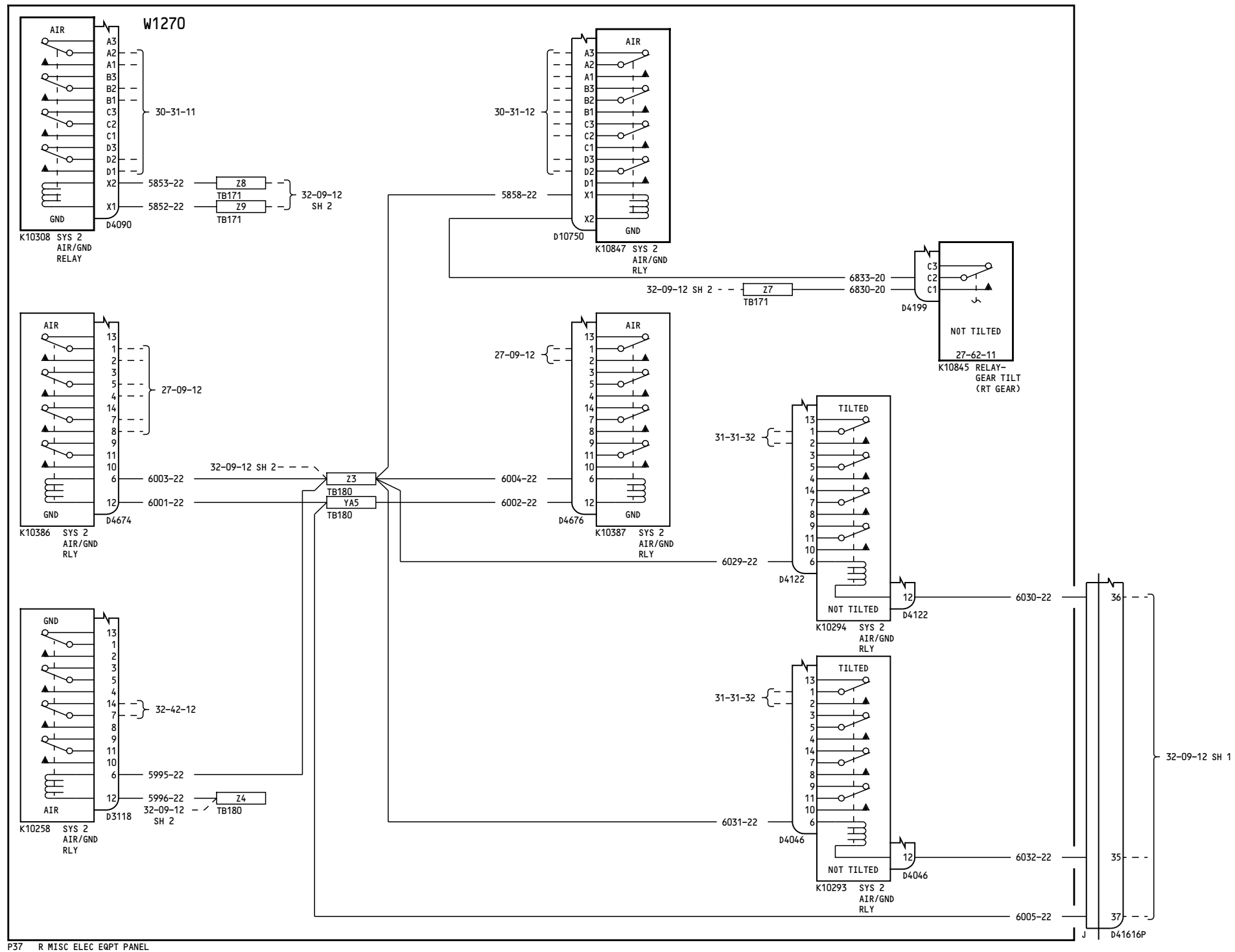
Page 3.1
Sheet 2
May 17/2006

Incorporates
78-0032 R03
78-0039 R01

32-09-12

Page 3.1
Sheet 2
May 17/2006

103



NOTES:

THE DIAGRAM REFERENCES REPRESENT A TYPICAL CONFIGURATION. FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

115

AIR/GROUND RELAYS - SYSTEM 2

D280N032

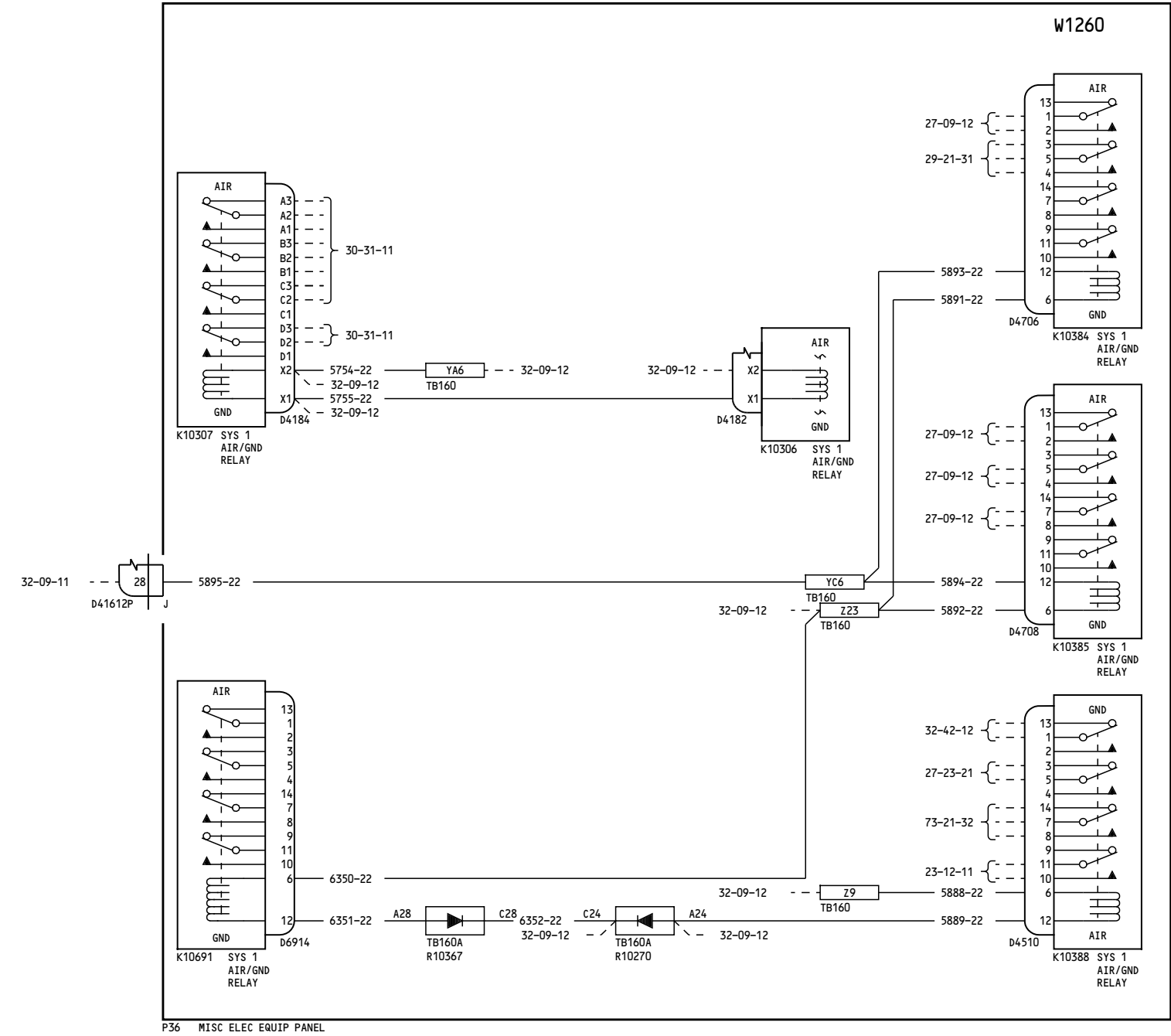
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Page 3.1
Sheet 3
Jan 21/2005

Incorporates
27A0130 R01

32-09-12

Page 3.1
Sheet 3
Jan 21/2005



001-002

**AIR/GROUND RELAYS -
SYSTEM 1**

D280N032

32-09-13

Page 1.1

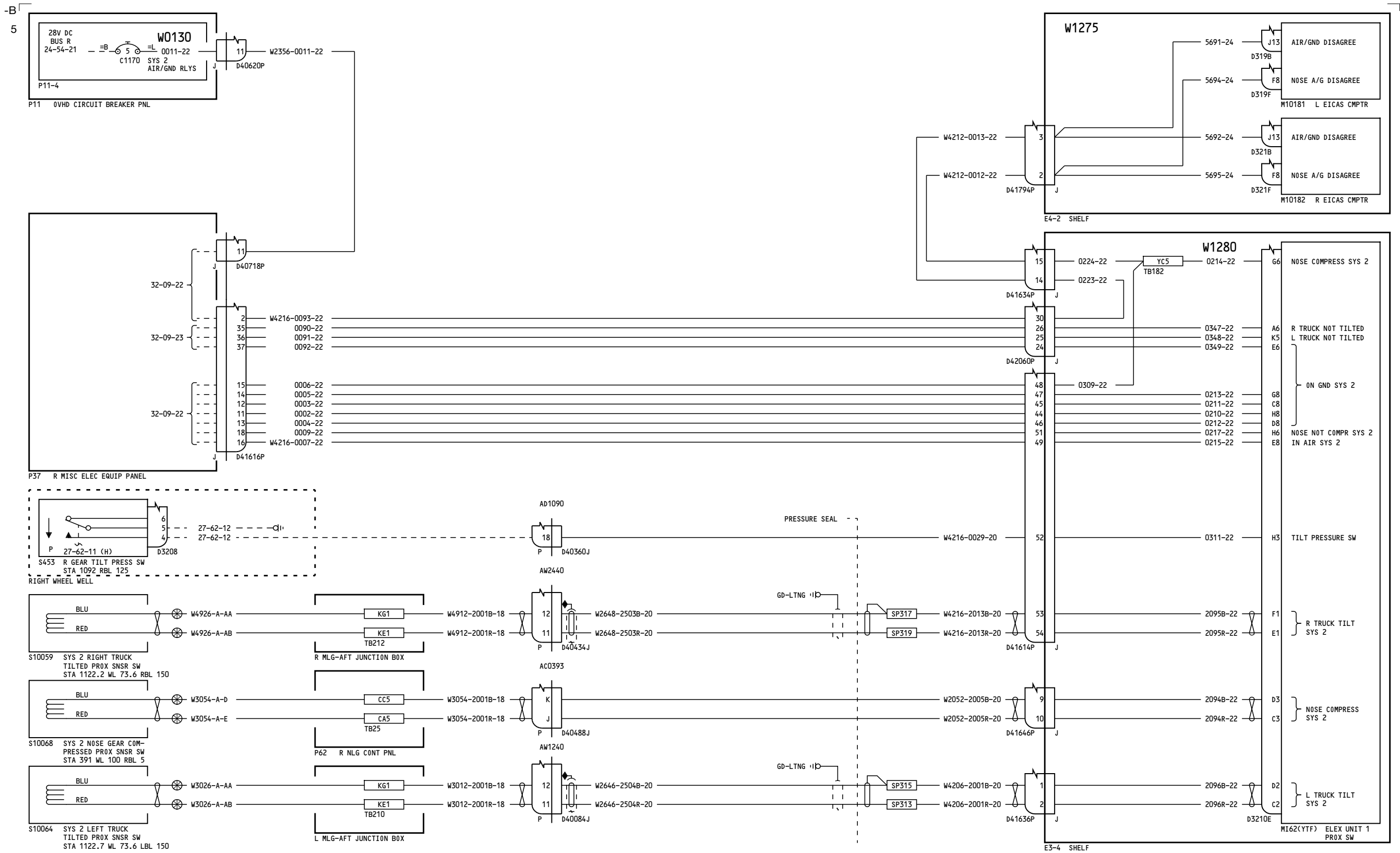
Dec 18/2007

Incorporates
27A0130 R01

32-09-13

Page 1.1

Dec 18/2007



001-002

**AIR/GROUND RELAYS -
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32-09-21

Page 1.1

Jan 21/2005

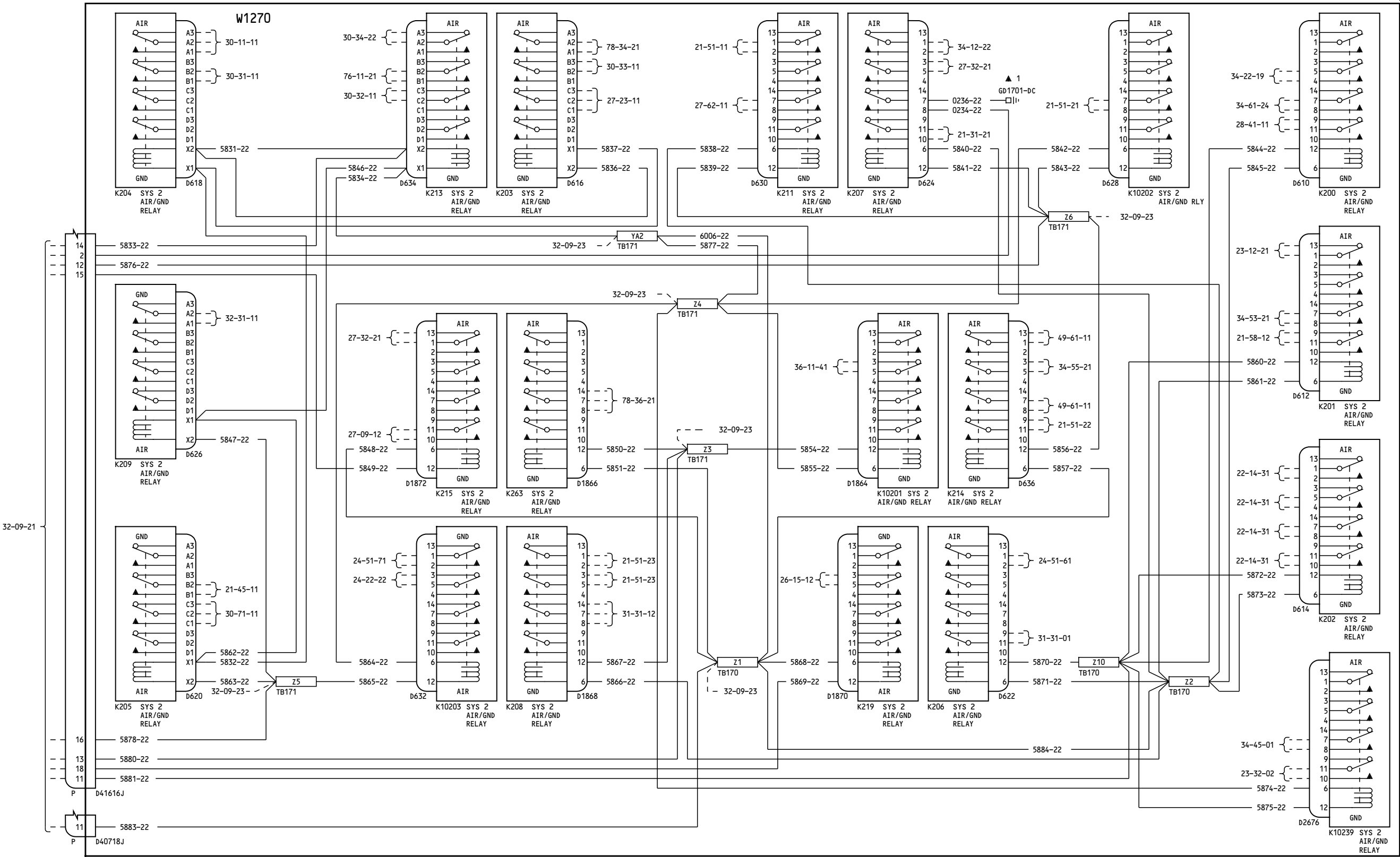
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Incorporates
27A0130 R01

32-09-21

Page 1.1

Jan 21/2005



001-002

AIR/GROUND RELAYS -
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32-09-22

Page 1

D280N032

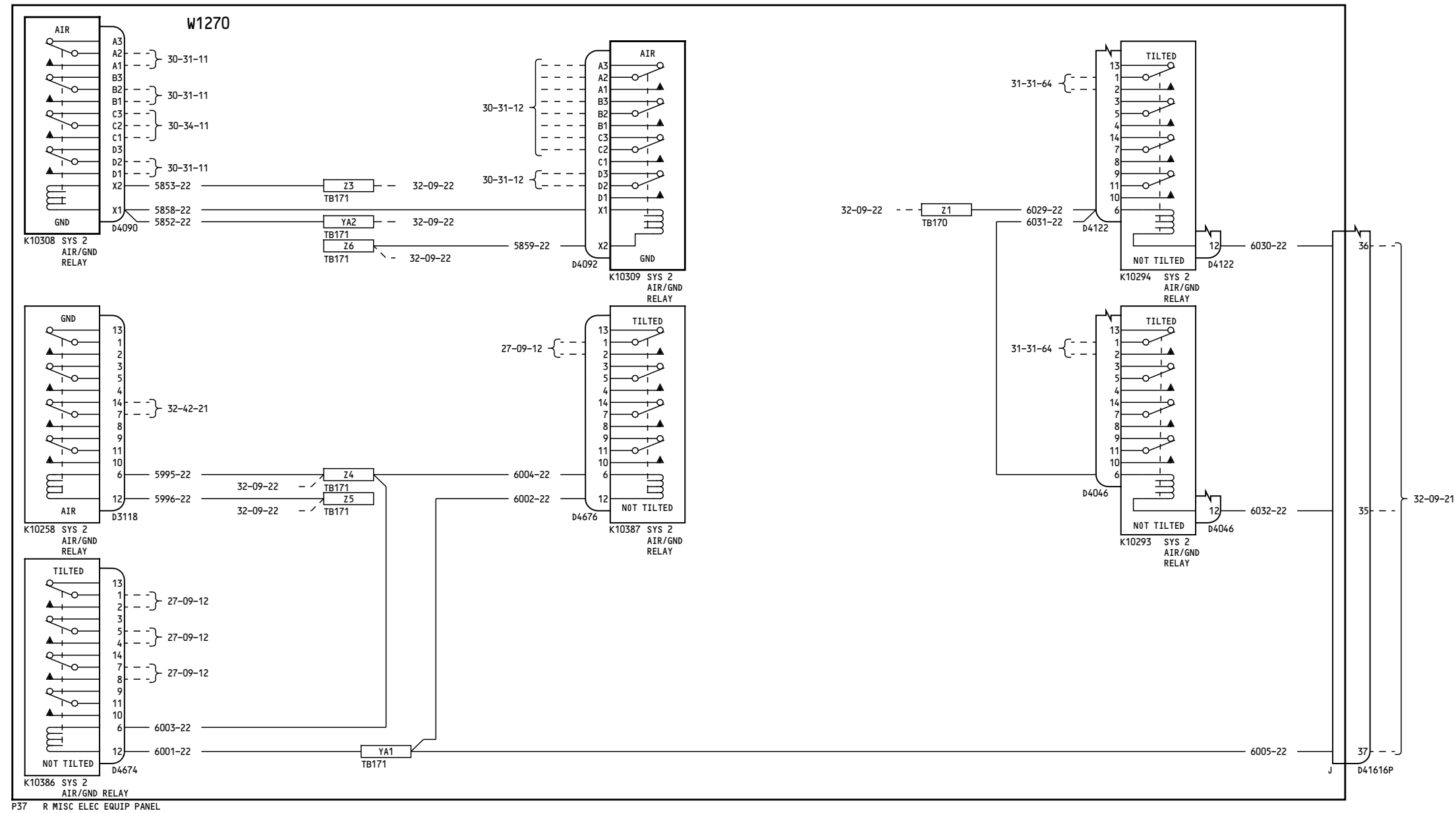
Jan 21/2005

32-09-22

Page 1

Jan 21/2005

5



001-002

**AIR/GROUND RELAYS -
SYSTEM 2**

D280N032

32-09-23

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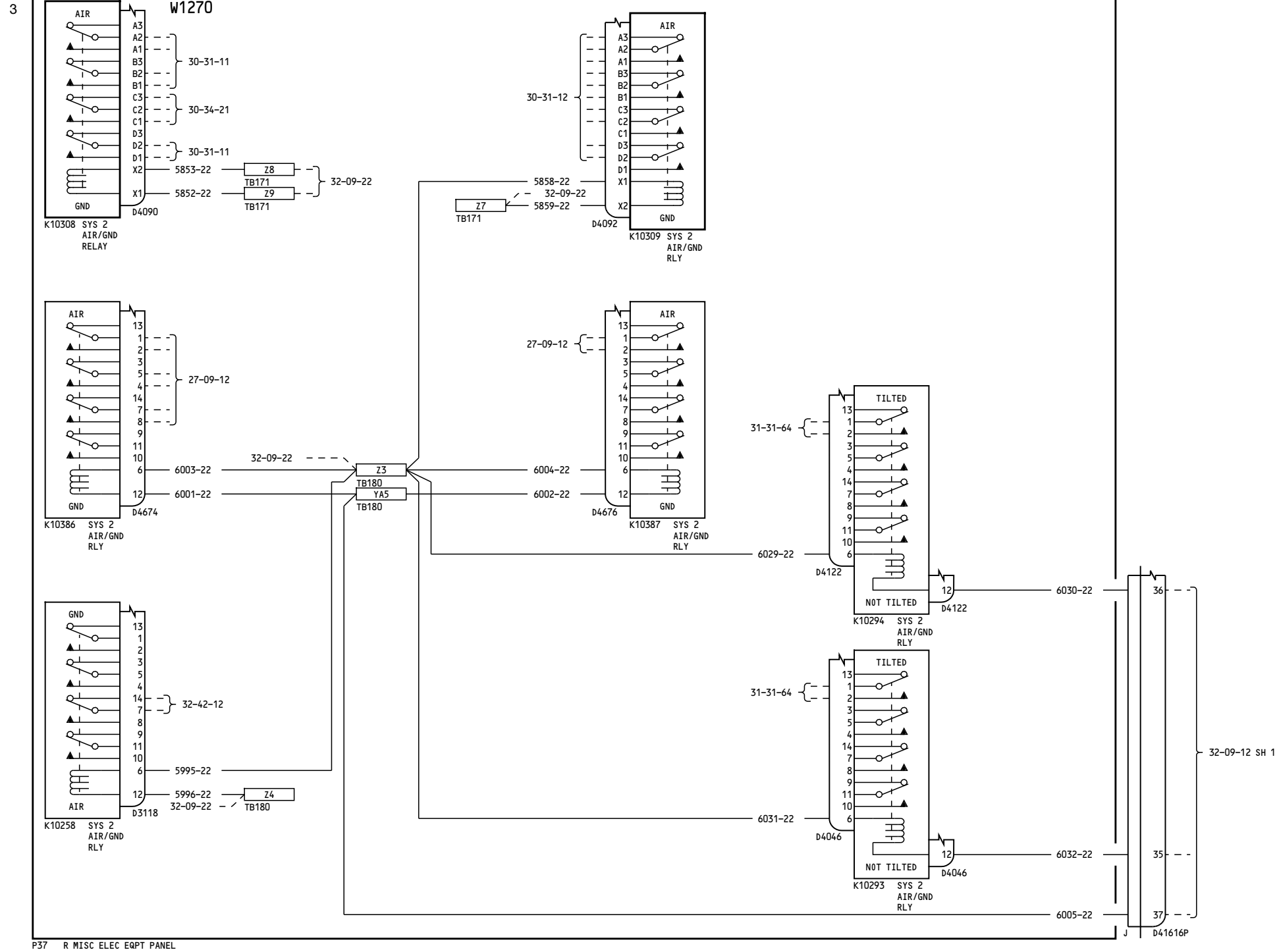
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Incorporates
27A0130 R01

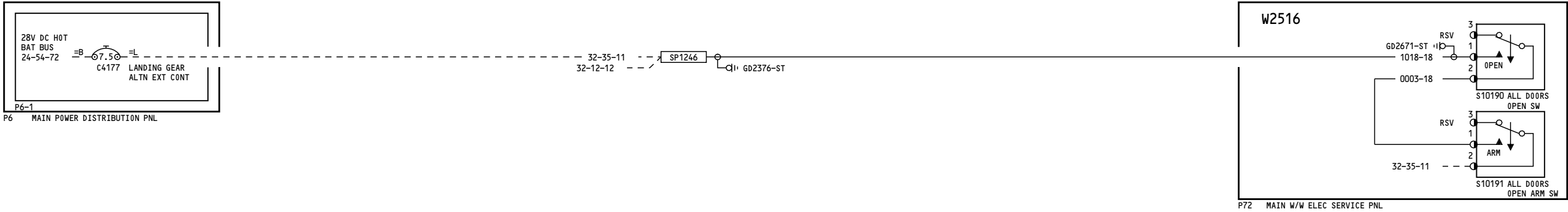
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Page 1.1

Dec 18/2007



-A
3



001-099

GROUND ACCESS ONLY,
GEAR DOORS OPEN SYSTEM

D280N032

32-12-11

Page 1

Jan 21/2005

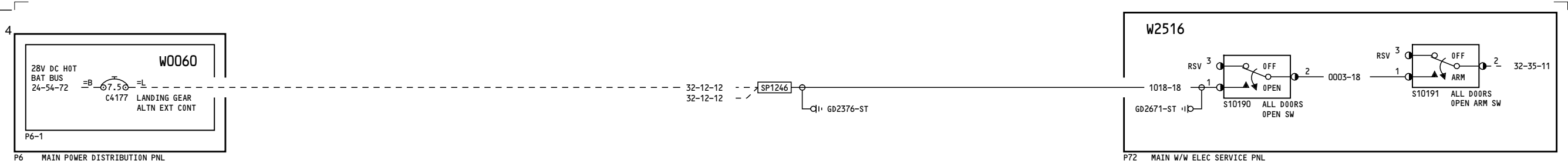
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Page 1

Jan 21/2005



757-200 WIRING DIAGRAM MANUAL



115-199

GROUND ACCESS ONLY,
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D280N032

32-12-11

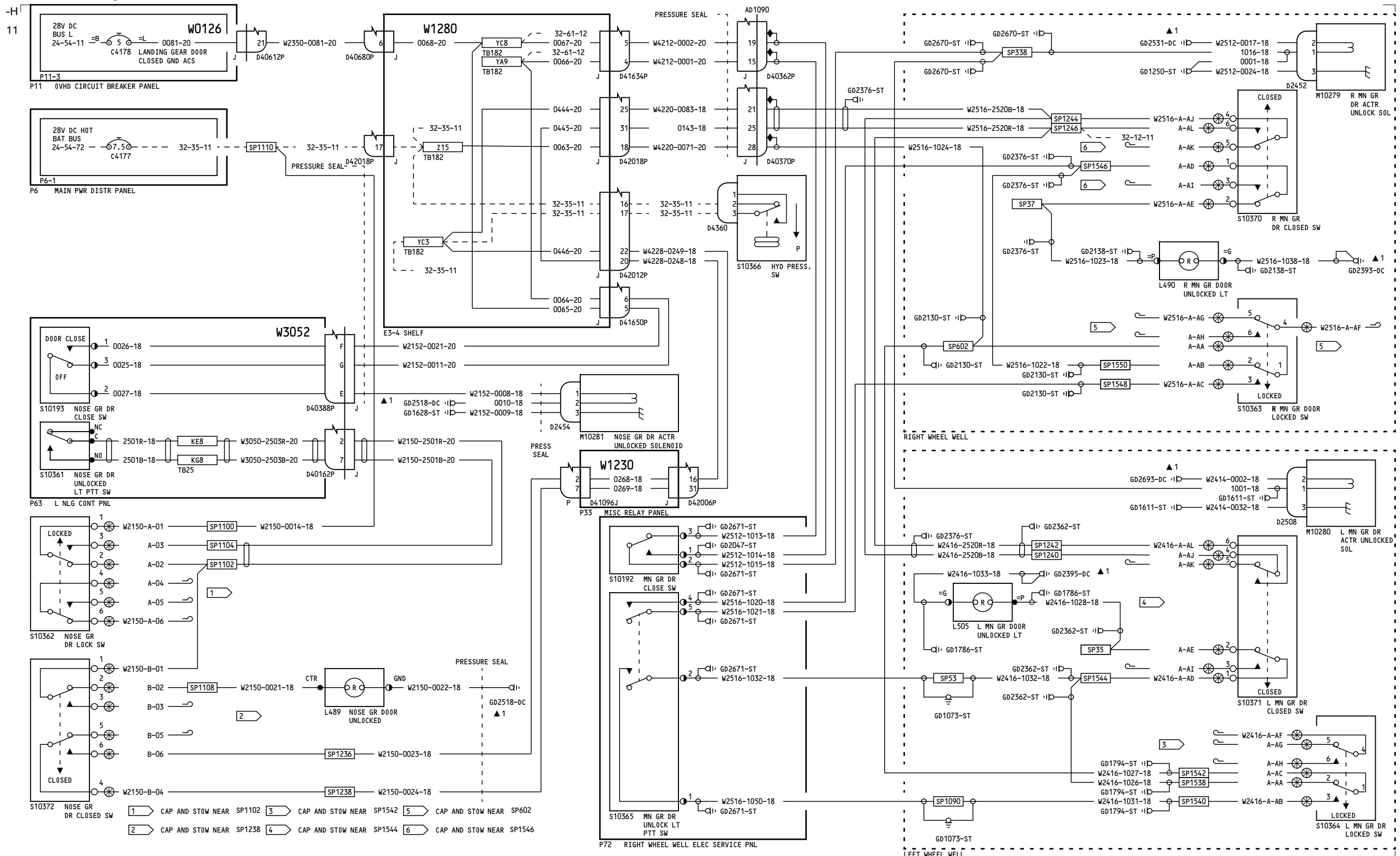
Page 2

Jan 21/2005

32-12-11

Page 2

Jan 21/2005



001-099

GROUND ACCESS ONLY, GEAR DOORS CLOSE SYSTEM

D280N032

32-12-12

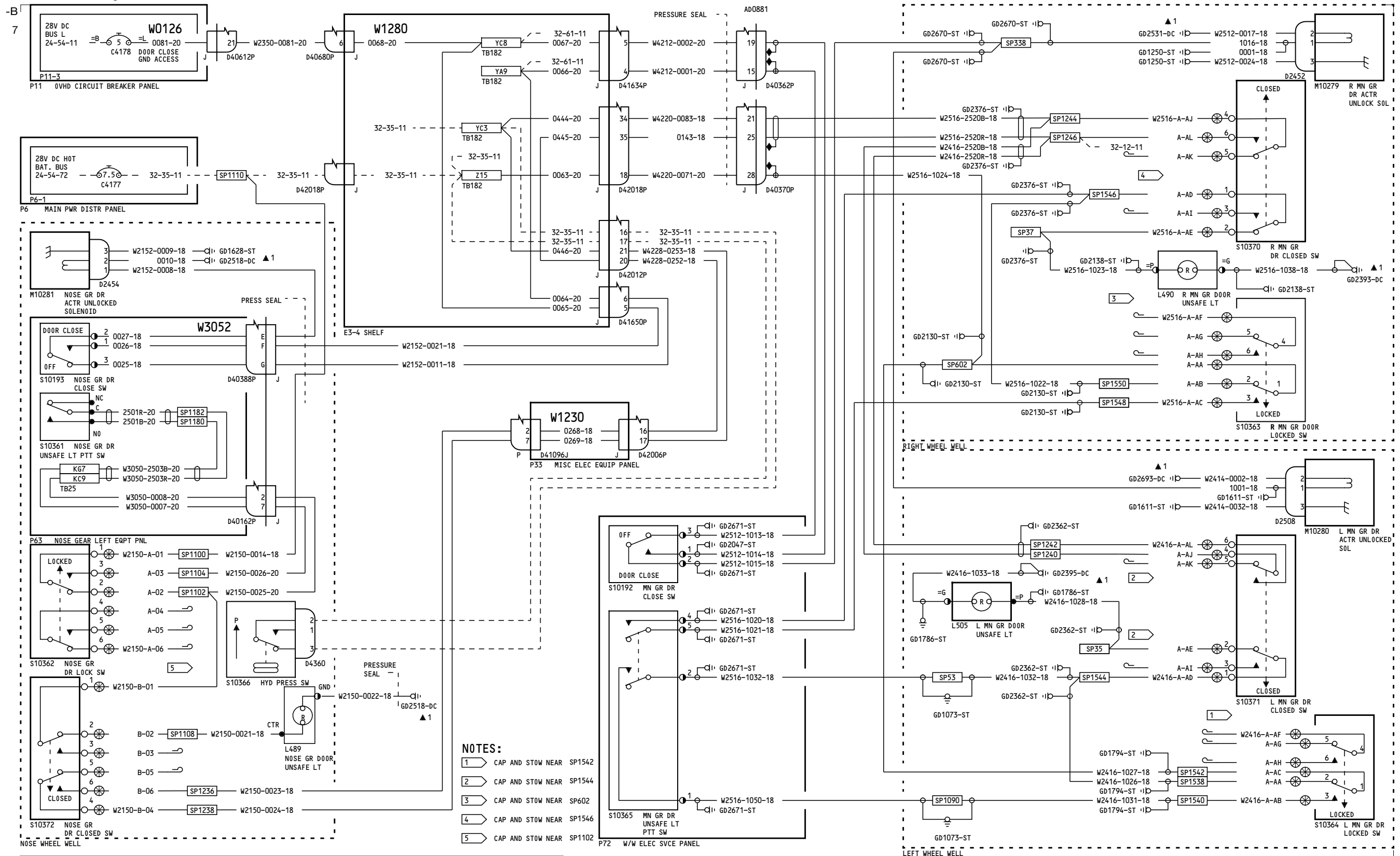
Page 1

Jan 21/2005

32-12-12

Page 1

Jan 21/2005



115-199

**GROUND ACCESS ONLY,
GEAR DOORS CLOSE SYSTEM**

32-12-12

Page 2

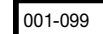
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Jan 21/2005

32-12-12

Page 2

Jan 21/2005

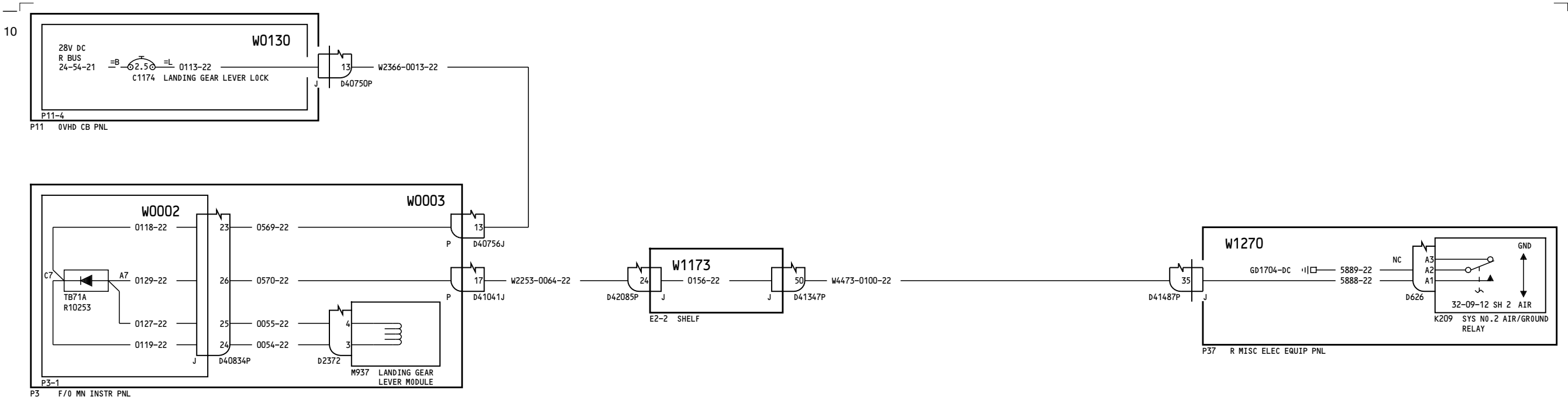


32-31-11

32-31-11

Jan 21/2005

Jan 21/2005



001-002

LANDING GEAR LEVER LOCK

D280N032

32-31-11

Page 1.1

Jan 21/2005

Incorporates
27A0130 R01

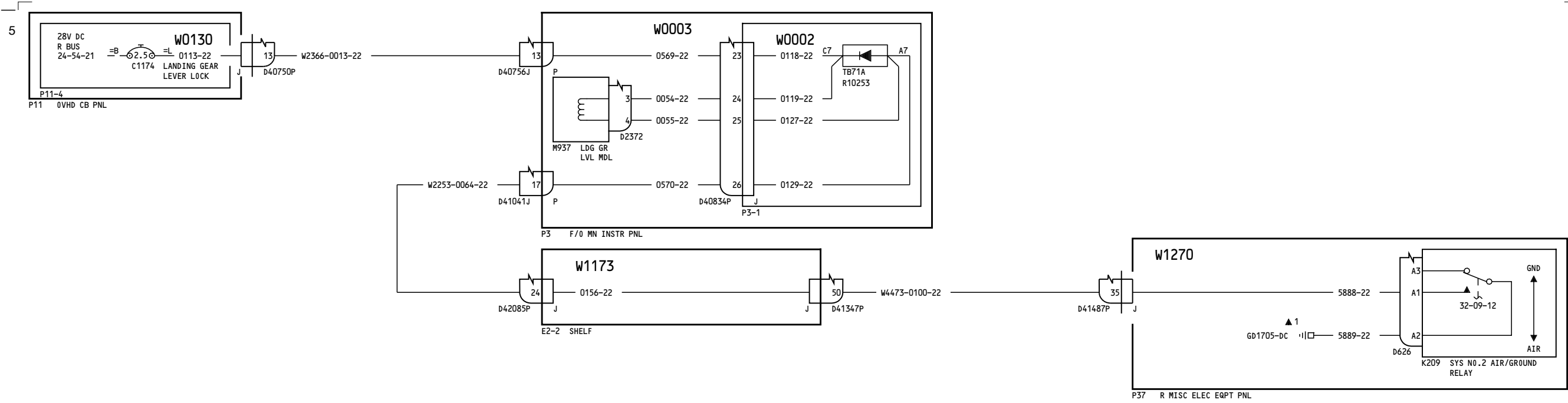
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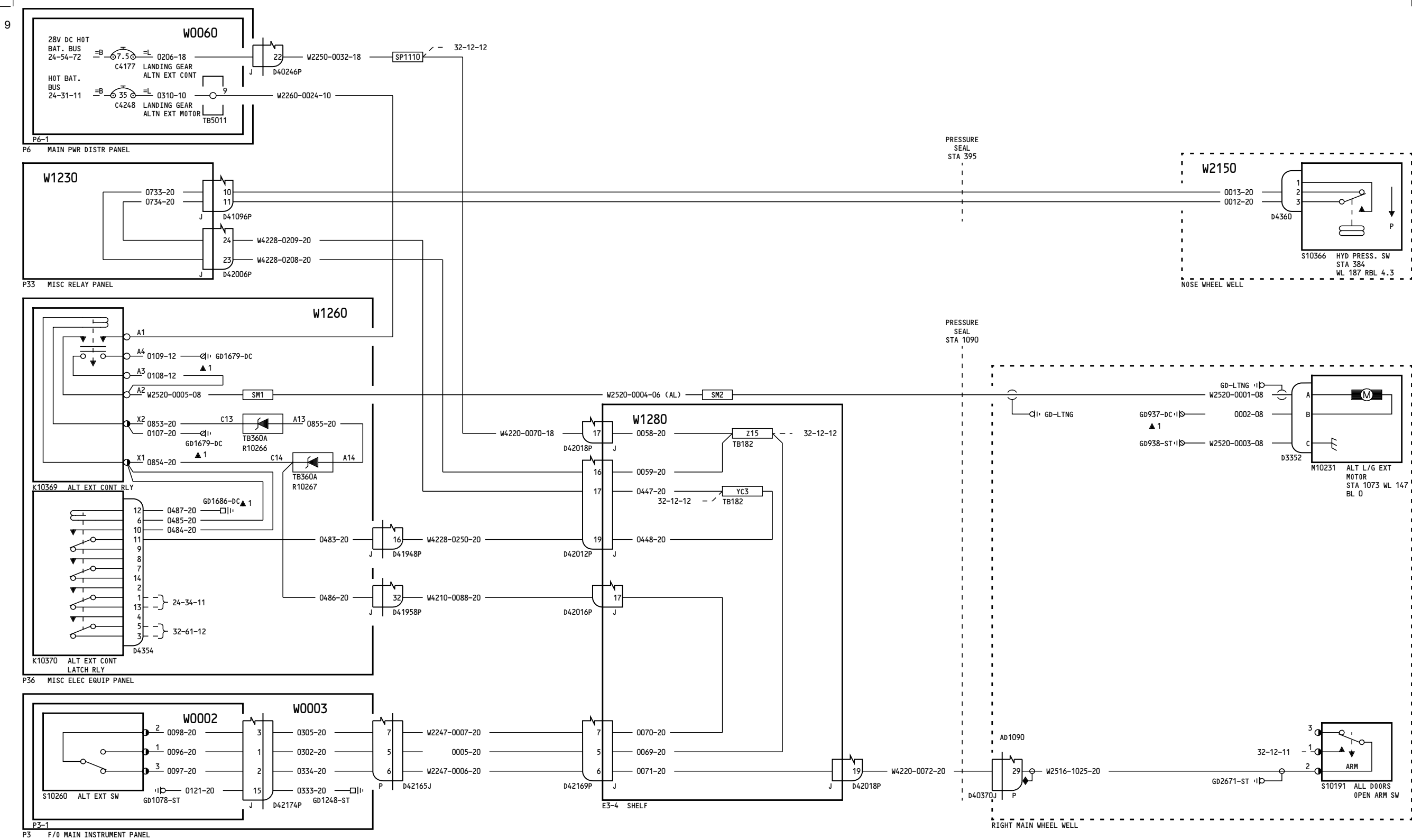
Page 1.1

Jan 21/2005



757-200 WIRING DIAGRAM MANUAL





001-099

ALTERNATE LANDING GEAR
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32-35-11

Page 1

D280N032

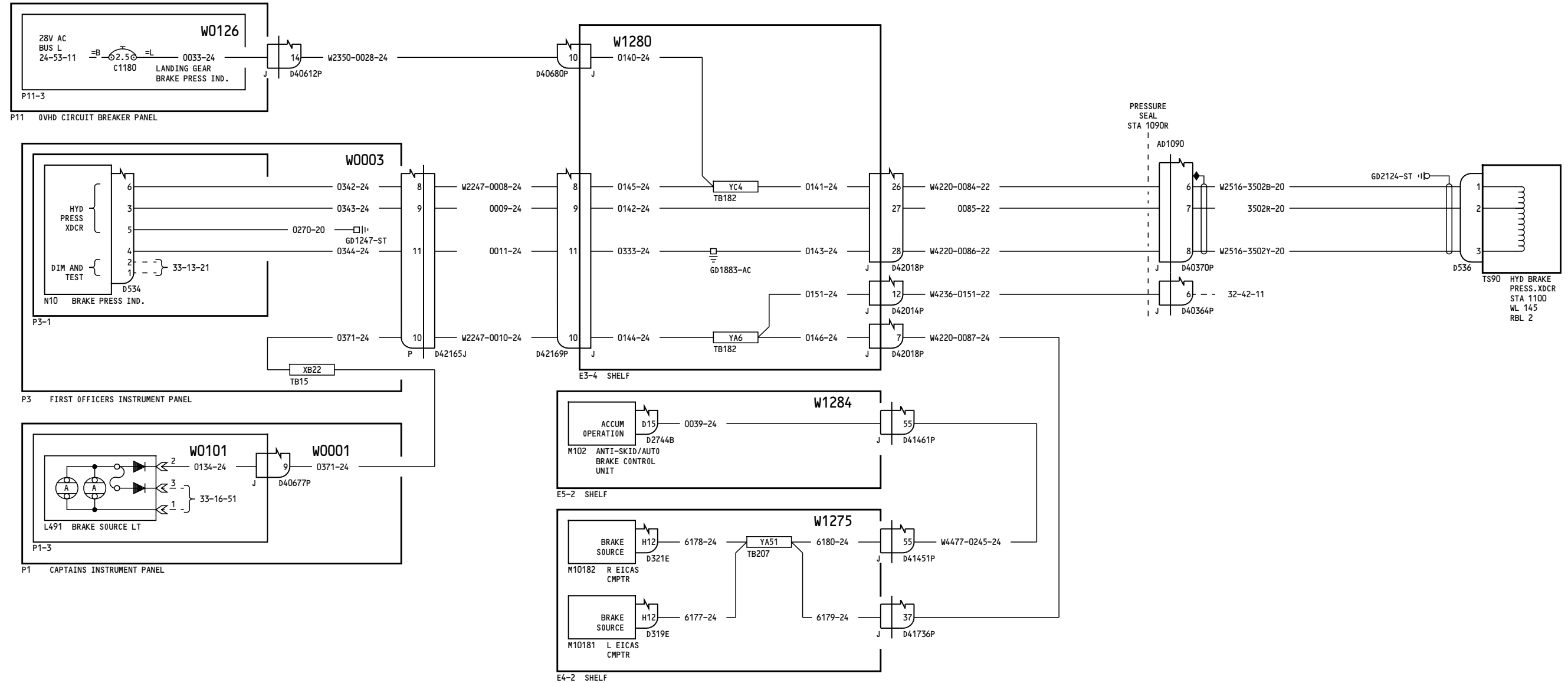
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32-35-11

Page 1

Jan 21/2005

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001-099

BRAKE PRESSURE INDICATION

32-41-11

Page 1

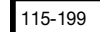
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Jan 21/2005

32-41-11

Page 1

Jan 21/2005



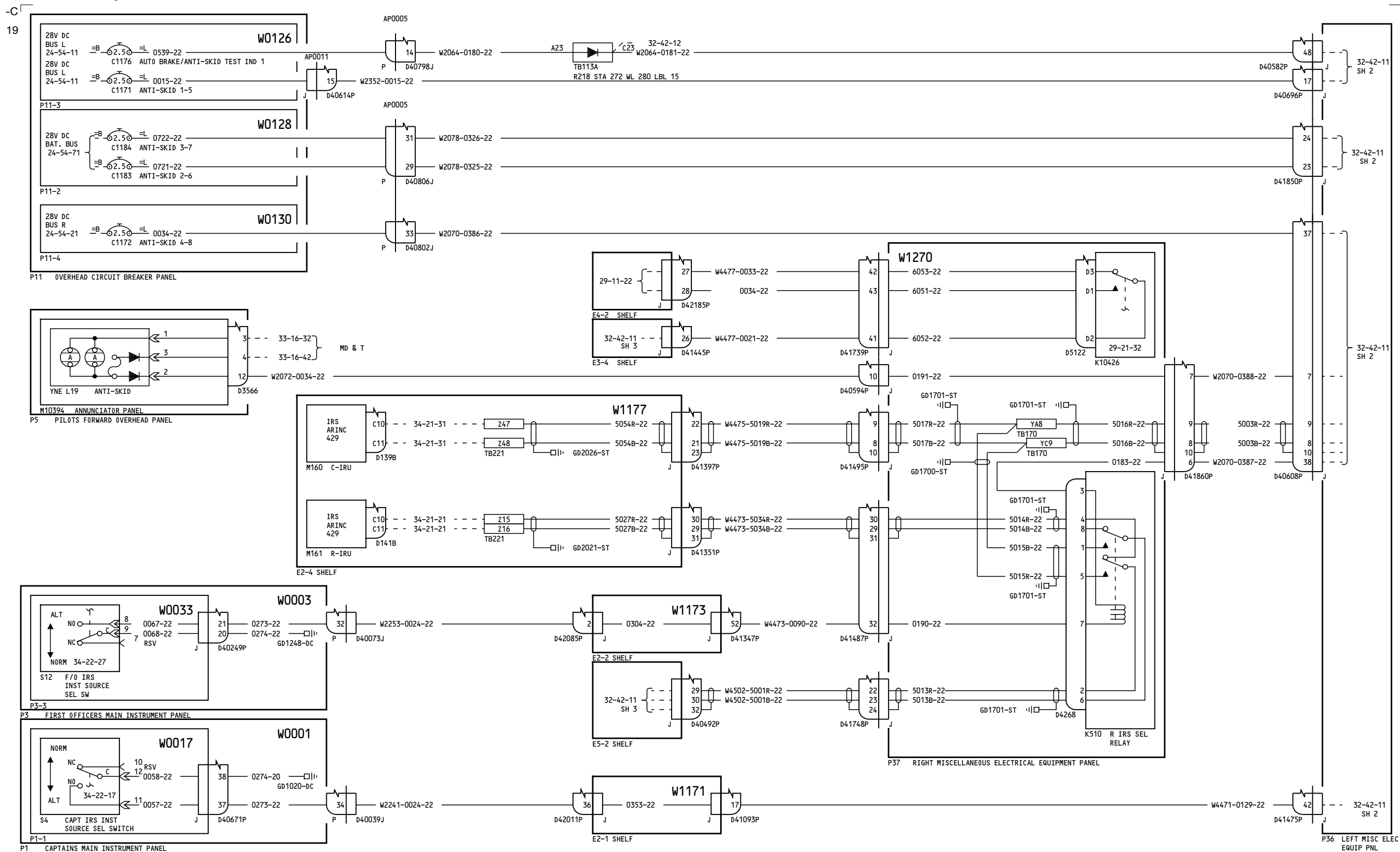
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D280N032

Jan 21/2005

32-41-11

Jan 21/2005



001-099

ANTI-SKID SYSTEM

D280N032

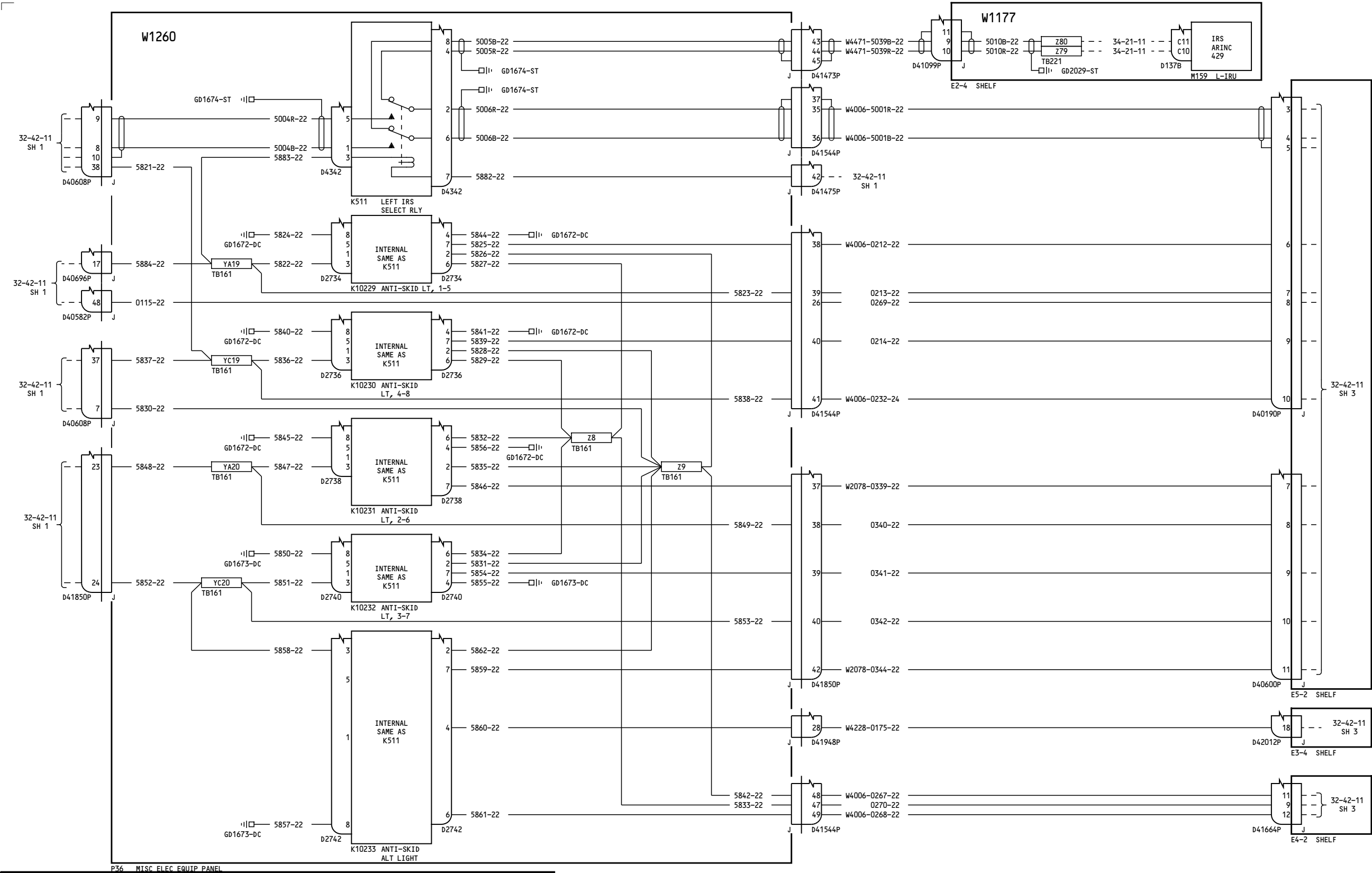
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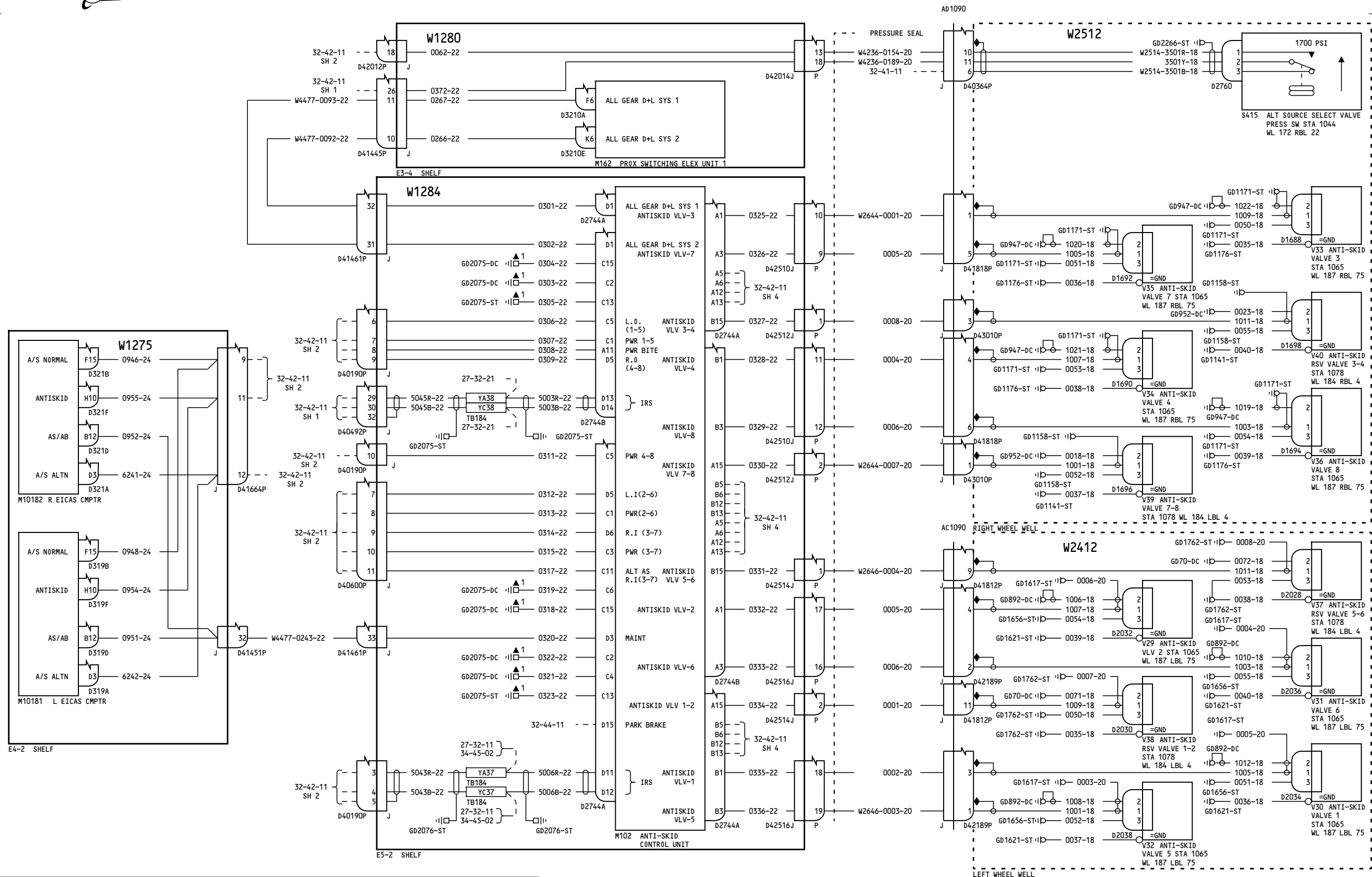
Page 1
Sheet 1
Jan 21/2005

32-42-11

Page 1
Sheet 1
Jan 21/2005

-B
31





001-099

ANTI-SKID SYSTEM

32-42-11

Page 1
Sheet 3
Jan 21/2005

D280N032

NOTE: THE DIAGRAM REFERENCES REPRESENT A TYPICAL CONFIGURATION. FOR INDIVIDUAL AIRPLANES, SEE HOOKUP CHART.

32-42-11

Page 1
Sheet 3
Jan 21/2005

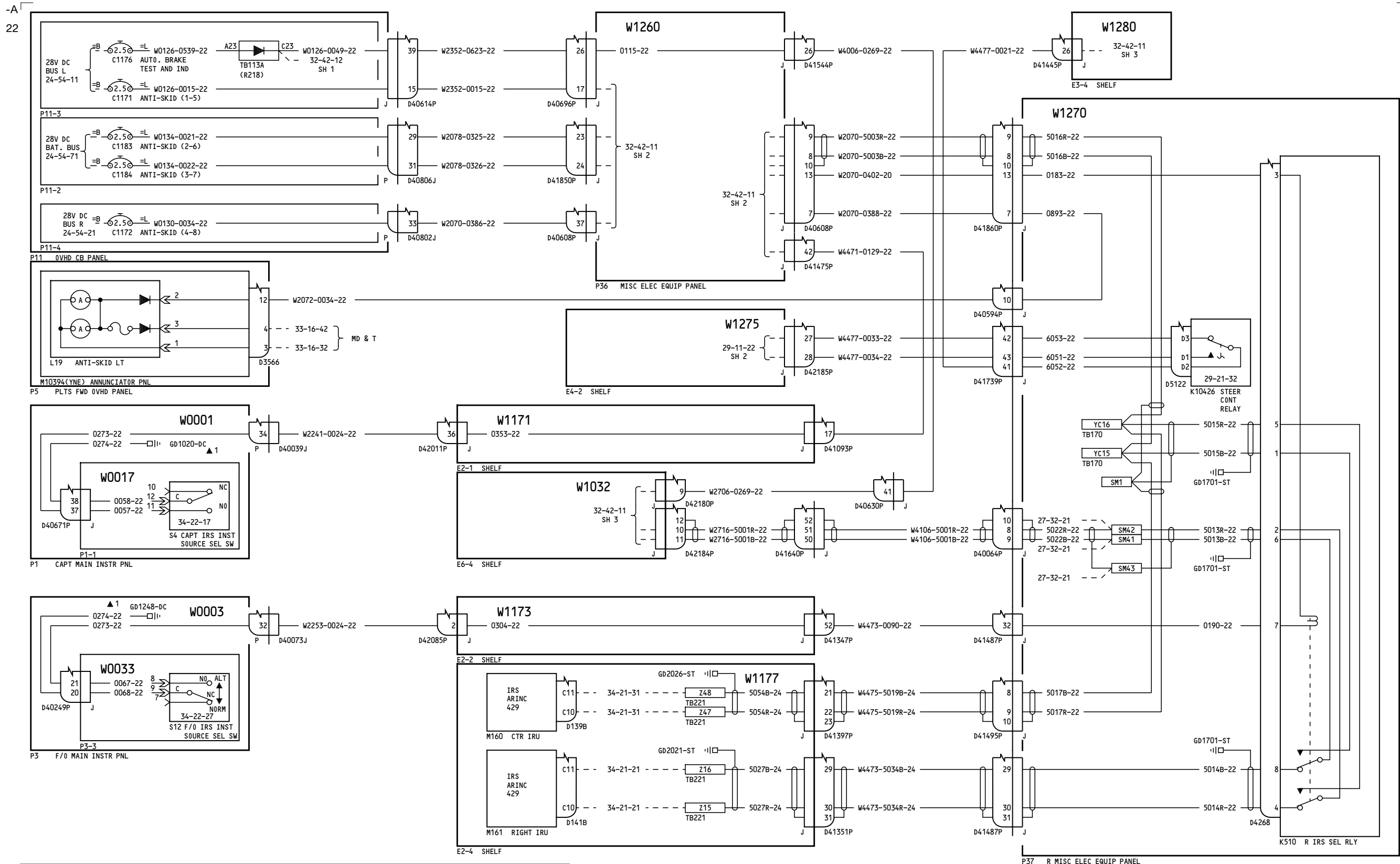


32-42-11

D280N032

32-42-11

Page 1
Sheet 4
Jan 21/2005



115-199

ANTI-SKID SYSTEM

D280N032

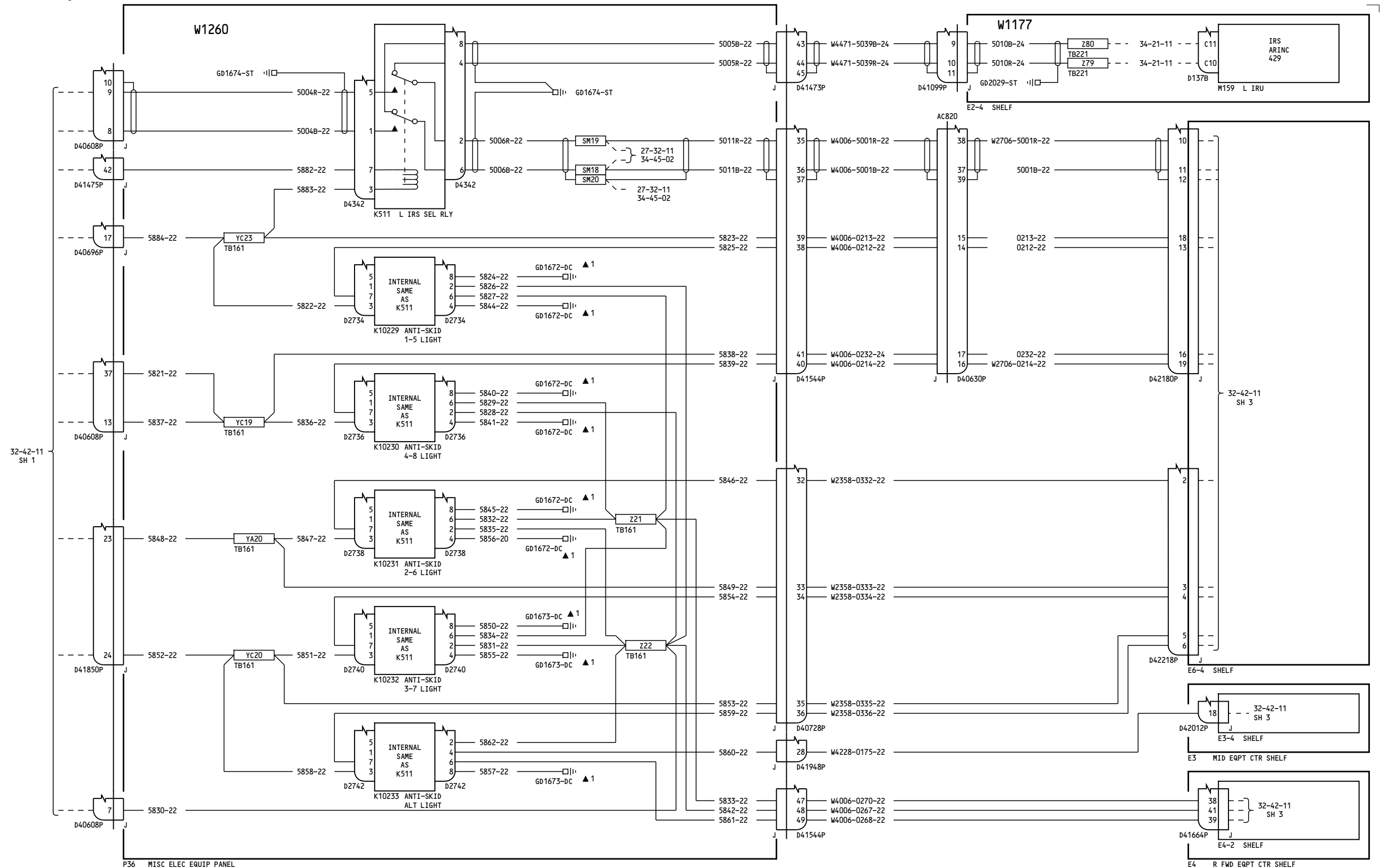
32-42-11

Page 2
Sheet 1
Jan 21/2005

32-42-11

Page 2
Sheet 1
Jan 21/2005

-A
35



115-199

ANTI-SKID SYSTEM

D280N032

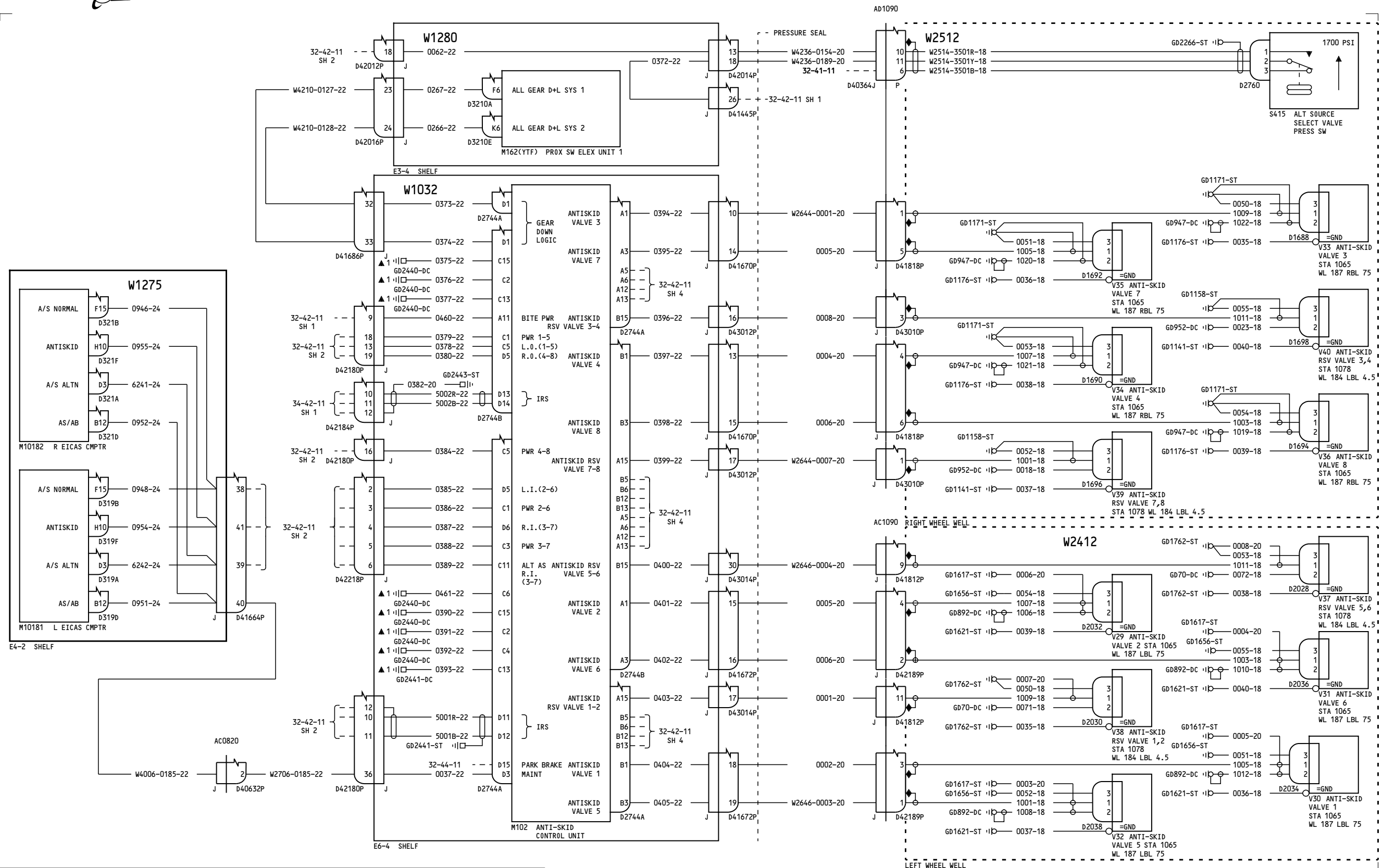
32-42-11

Page 2
Sheet 2
Jan 21/2005

32-42-11

Page 2
Sheet 2
Jan 21/2005

-B
35



115-199

ANTI-SKID SYSTEM

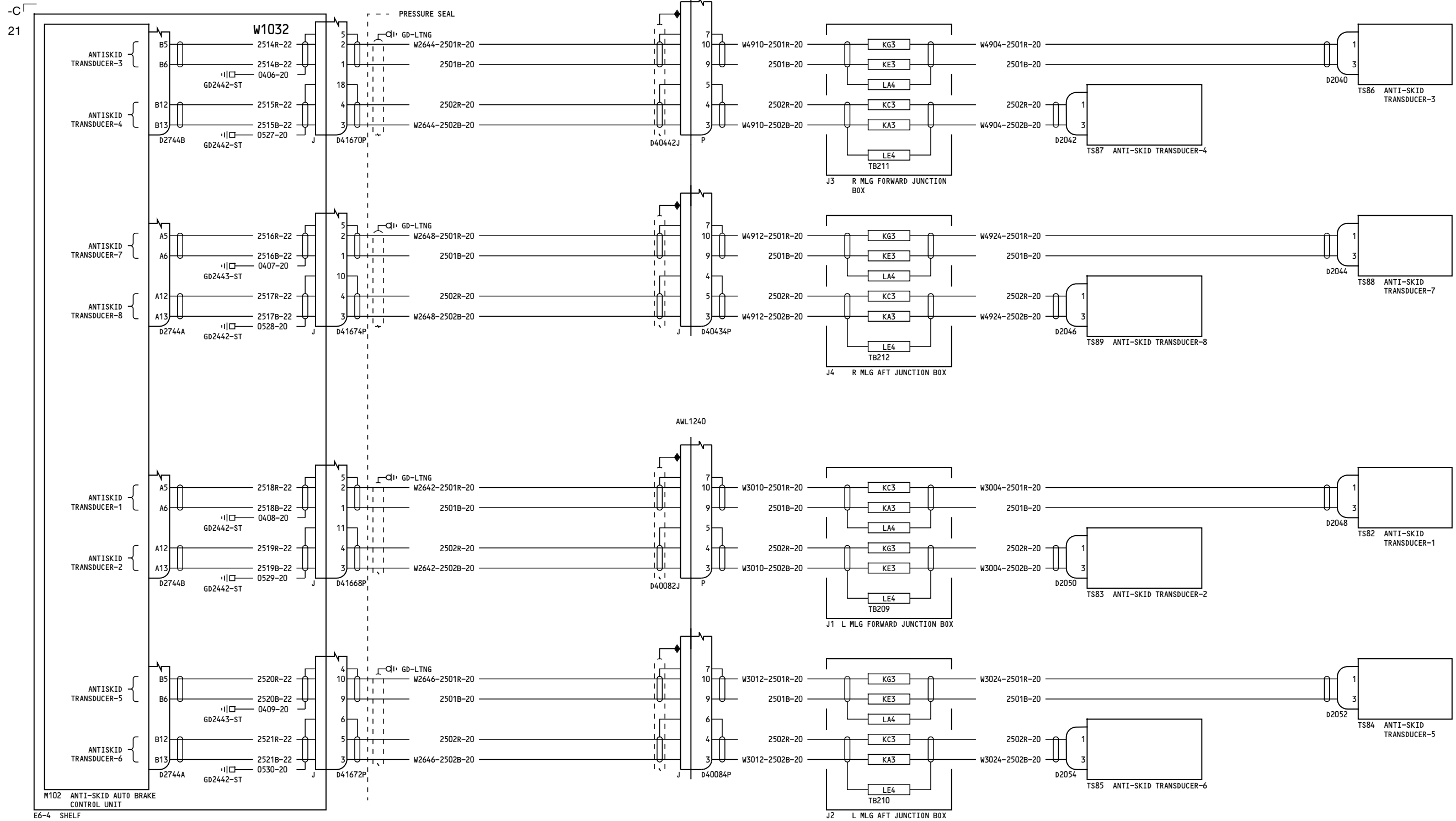
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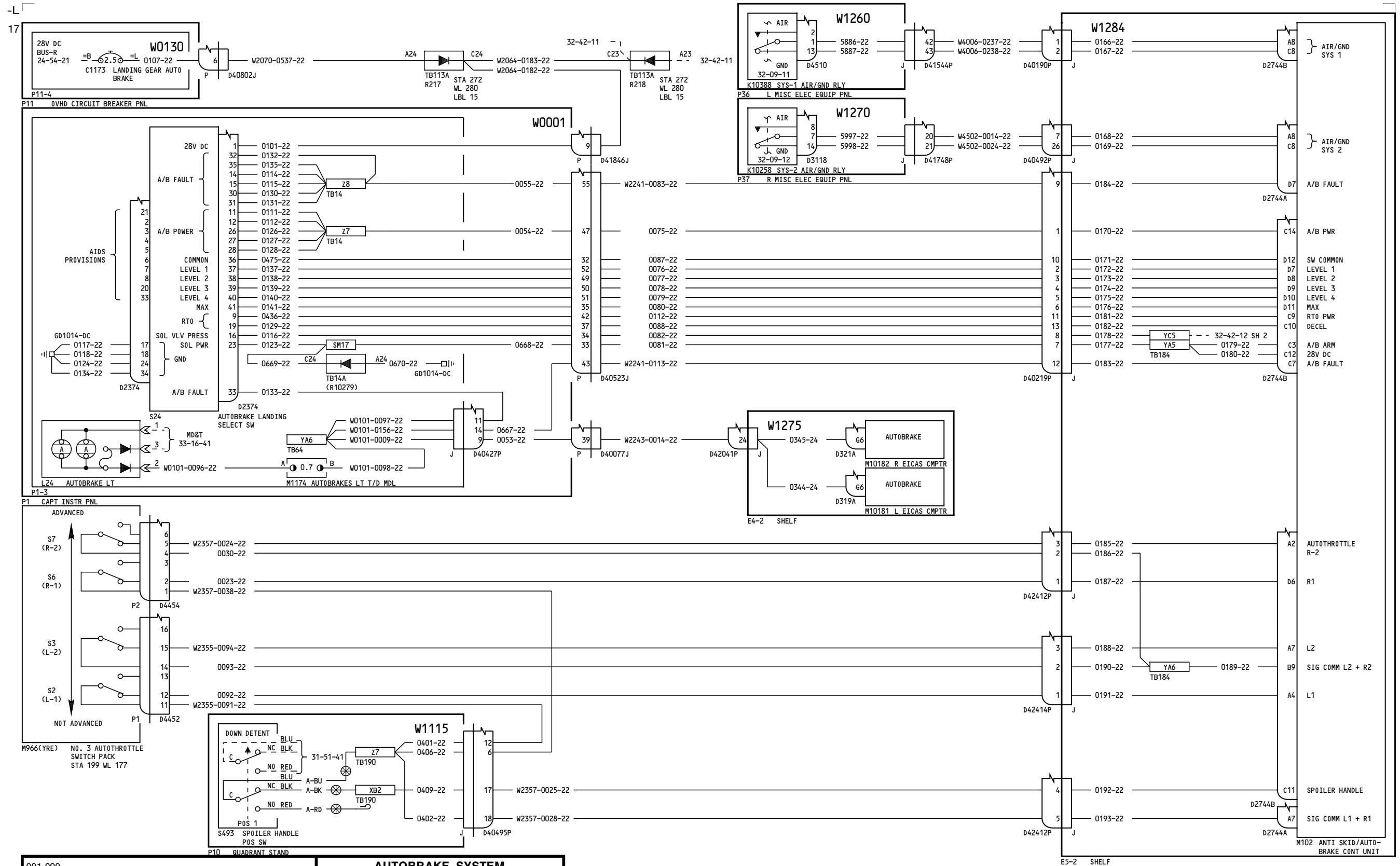
Page 2
Sheet 3
May 17/2006

D280N032

32-42-11

Page 2
Sheet 3
May 17/2006





001-099

AUTOBRAKE SYSTEM

D280N032

32-42-12

Page 1
Sheet 1
Jan 21/2005

32-42-12

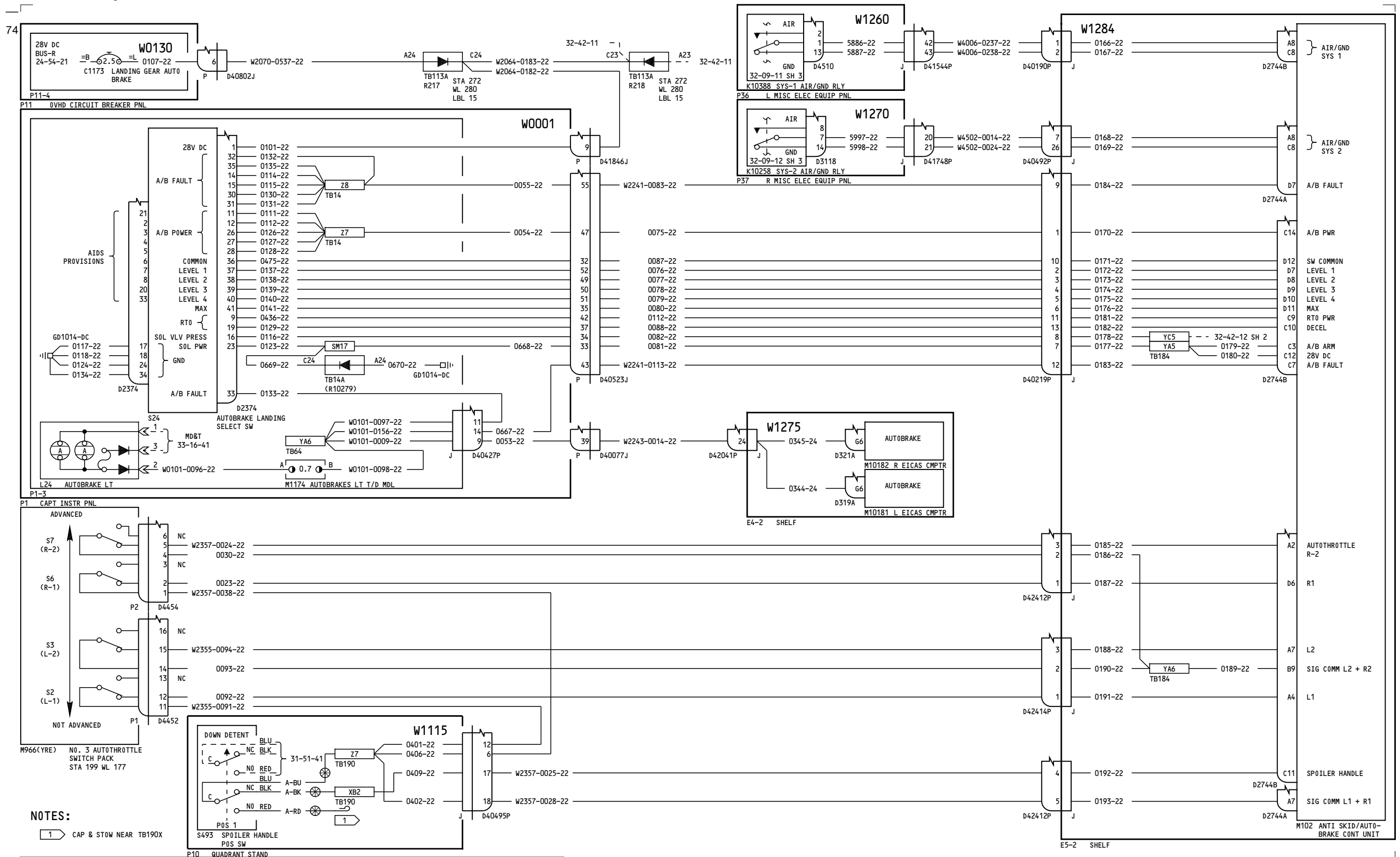
Page 1
Sheet 1
Jan 21/2005



The diagram illustrates the hydraulic system for the left wheel well, starting from the M102 Anti-Skid/Autobrake Control Unit on the left. This unit includes several components: an R Metered Press SW, an Autobrake Press Cont Valve, an Autobrake Cont Valve Press SW, an Autobrake Solenoid Valve, an Autobrake Solenoid Valve Press SW, and an L Metered Press SW. These components are connected to a central manifold (J) via various lines and solenoids. The manifold is then connected to the left wheel well components, which include a pressure seal, a pressure switch (P), and a pressure sensor (S83). The system is labeled with various part numbers and identifiers, such as W1284, AD1090, AC1090, and M239 (YAA) Hyd Autobrake Sta 1040 Wl 170 Lbl 45. The diagram also shows the connection to the left wheel well (L Wheel Well) and the right wheel well (R Wheel Well).

Page 1
Sheet 2
Jan 21/2005

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001-002

AUTOBRAKE SYSTEM

D280N032

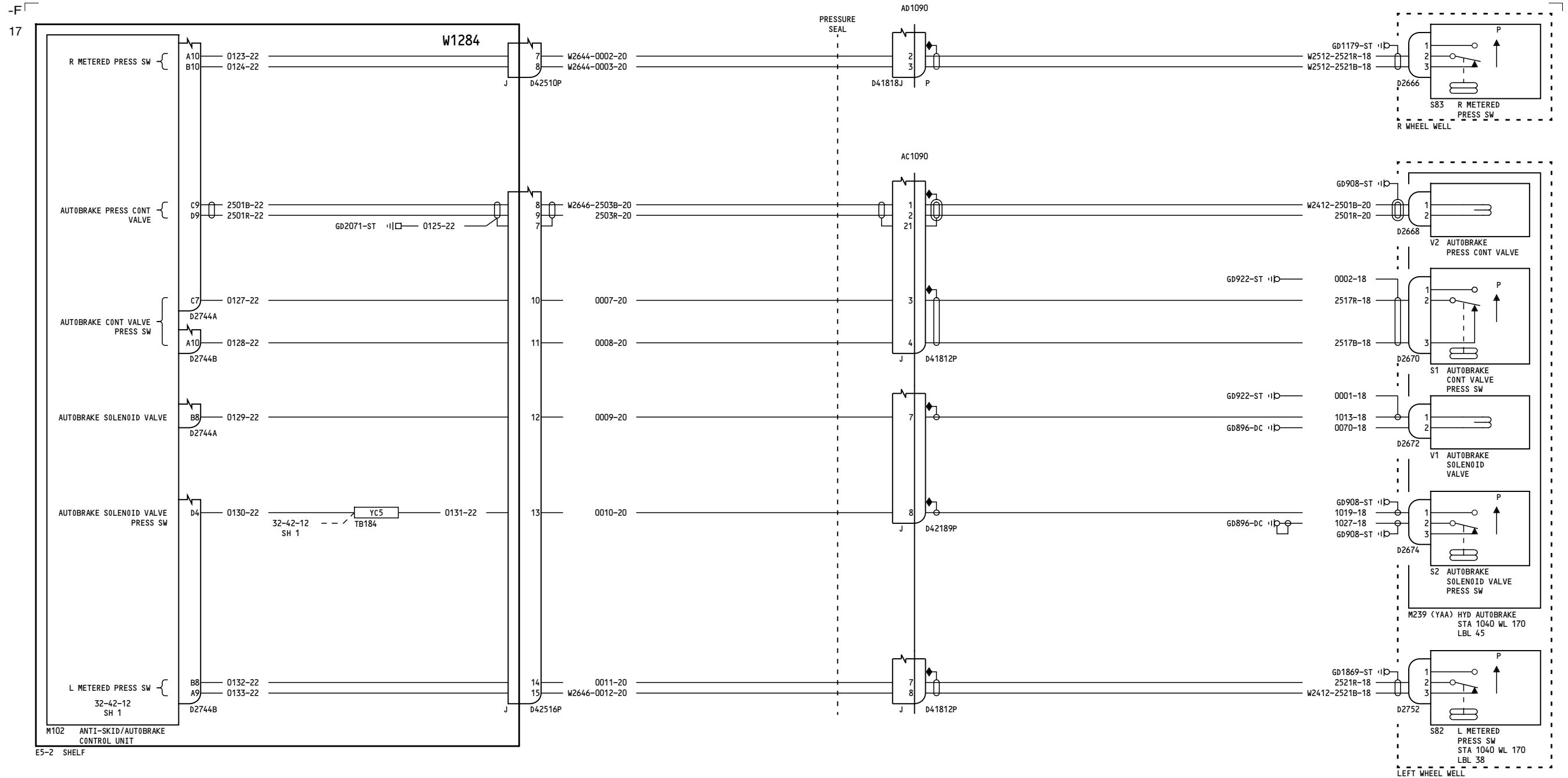
32-42-12

Page 1.1
Sheet 1
Jan 21/2005

Incorporates
27A0130 R01

32-42-12

Page 1.1
Sheet 1
Jan 21/2005



001-002

AUTOBRAKE SYSTEM

32-42-12

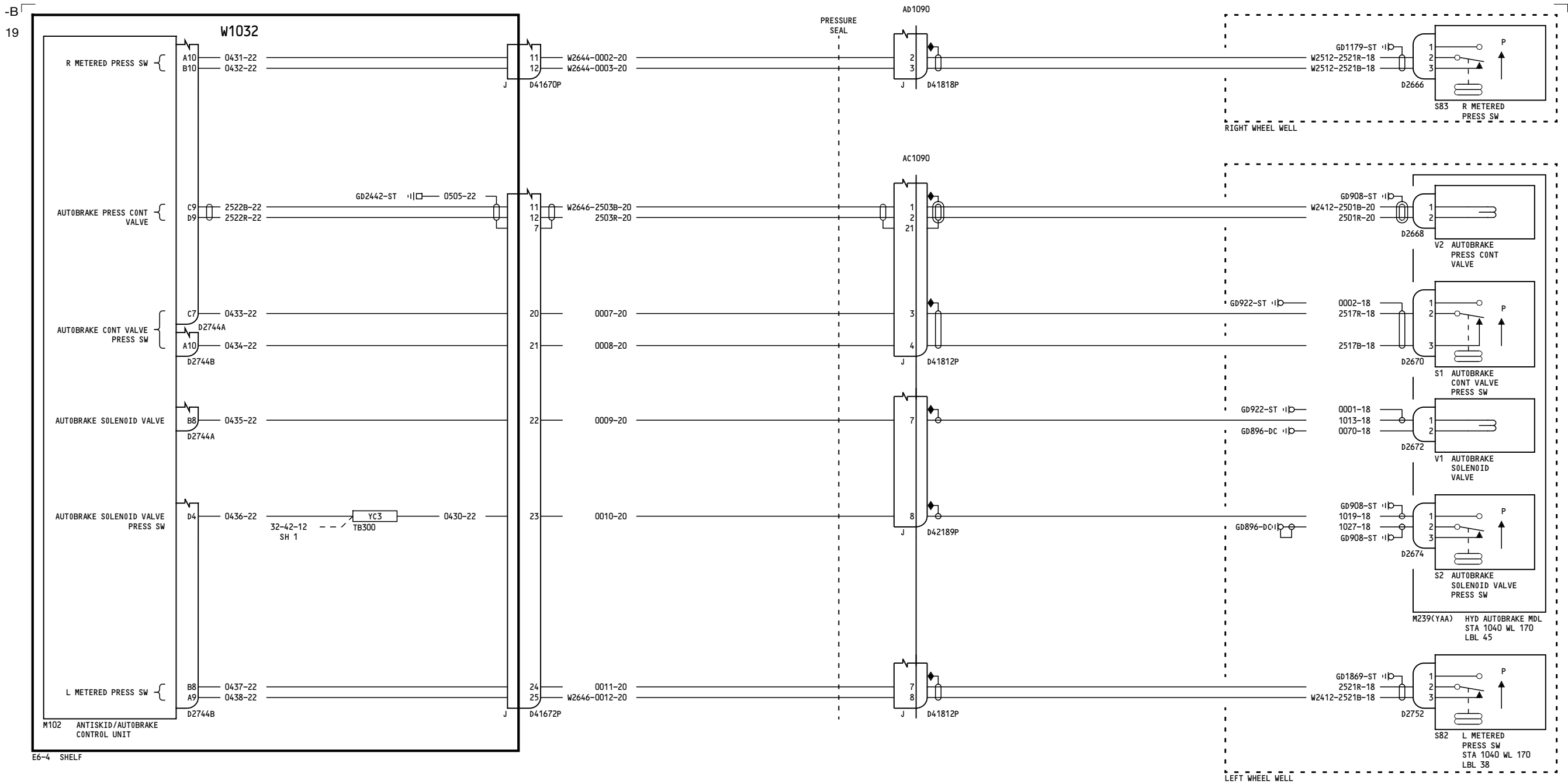
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Sheet 2
Jan 21/2005

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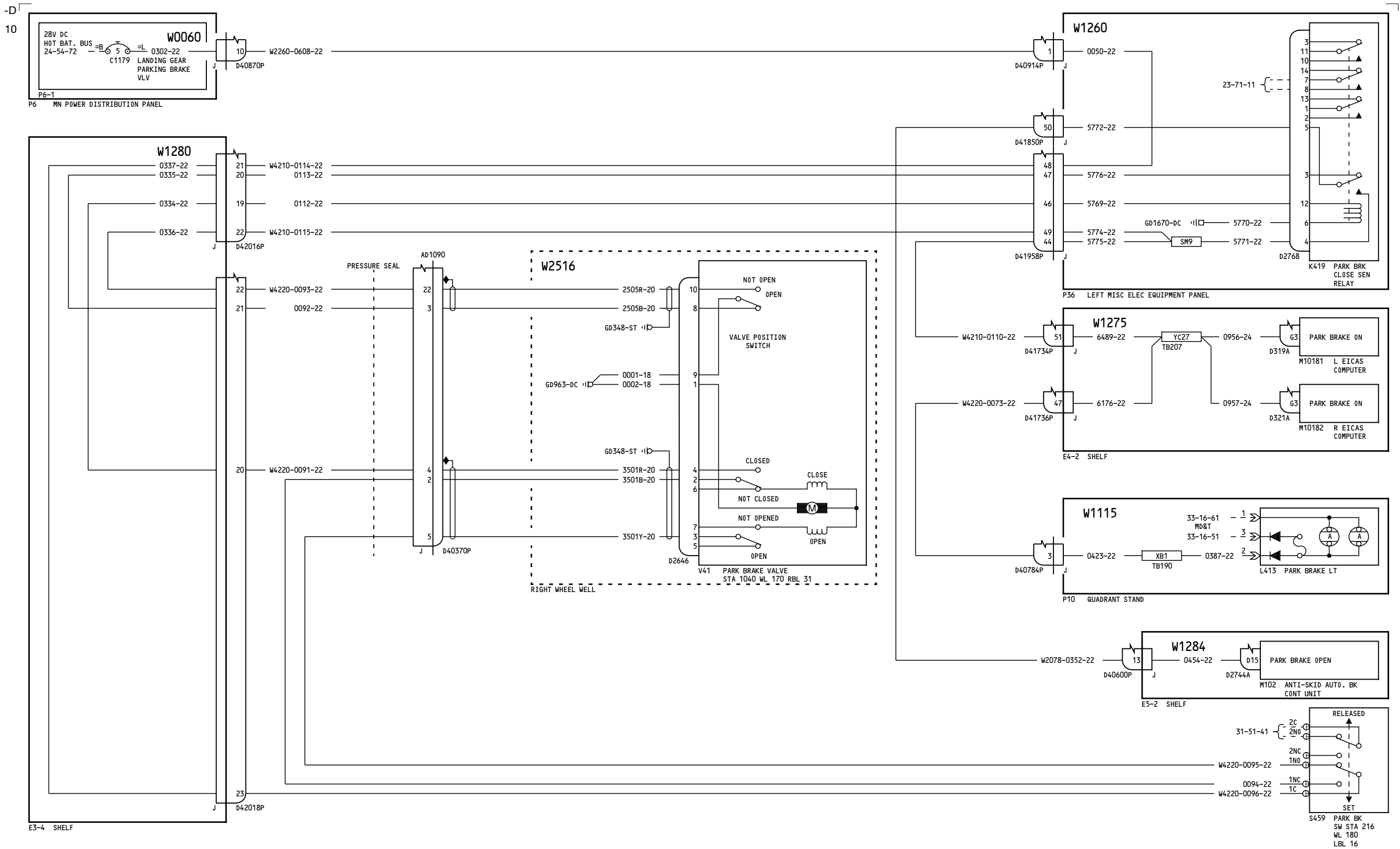
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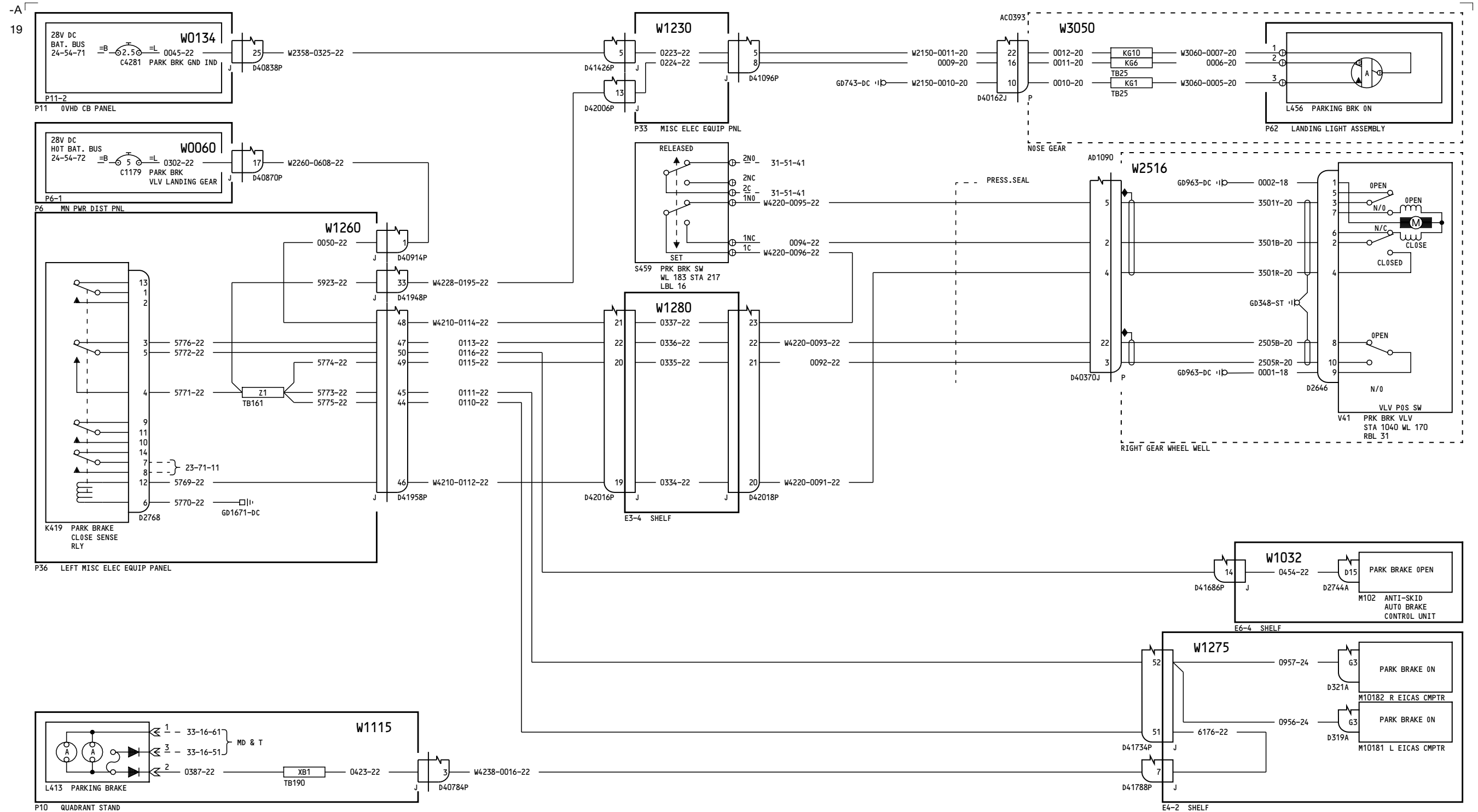
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Sheet 2
Jan 21/2005

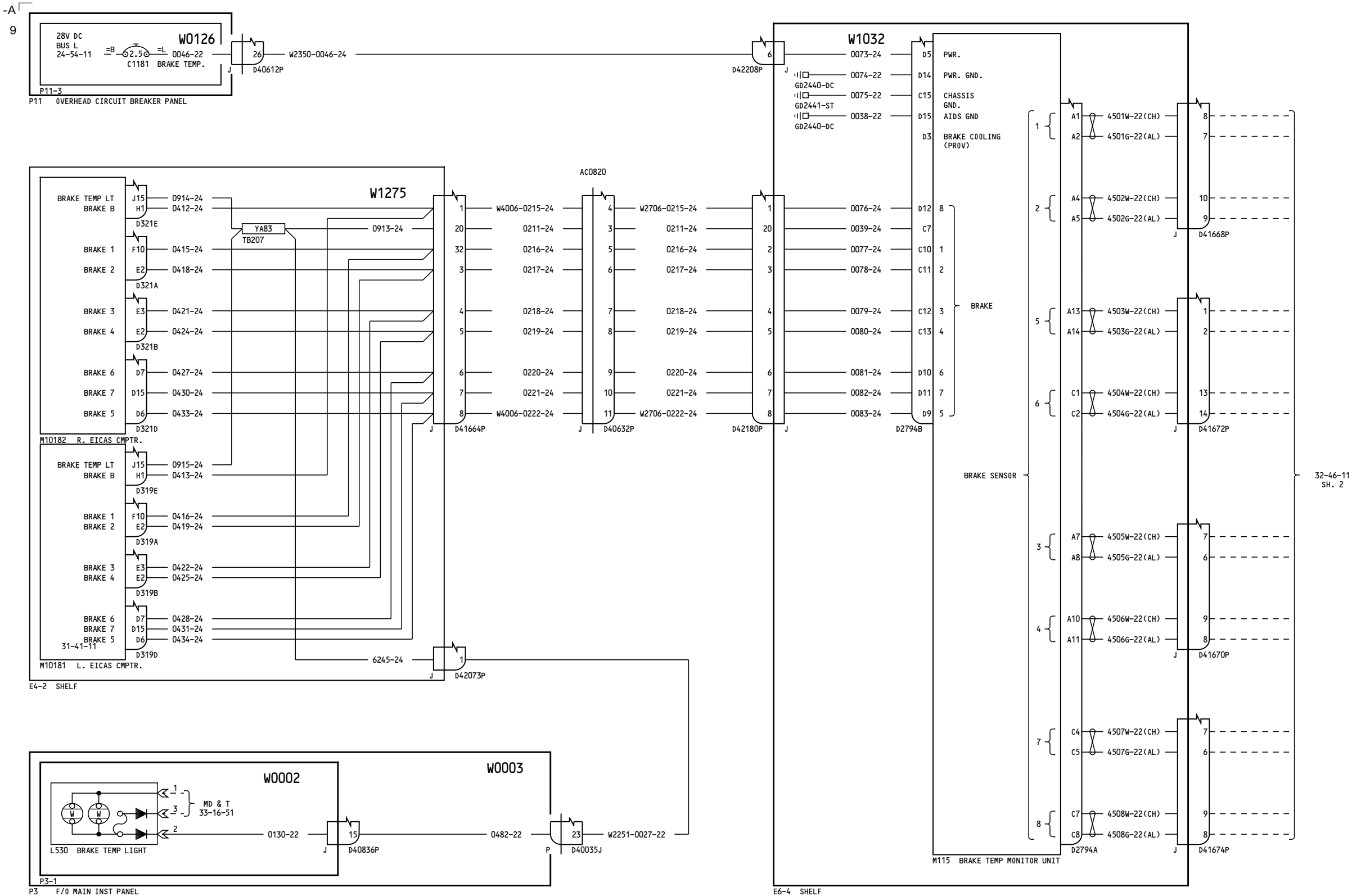


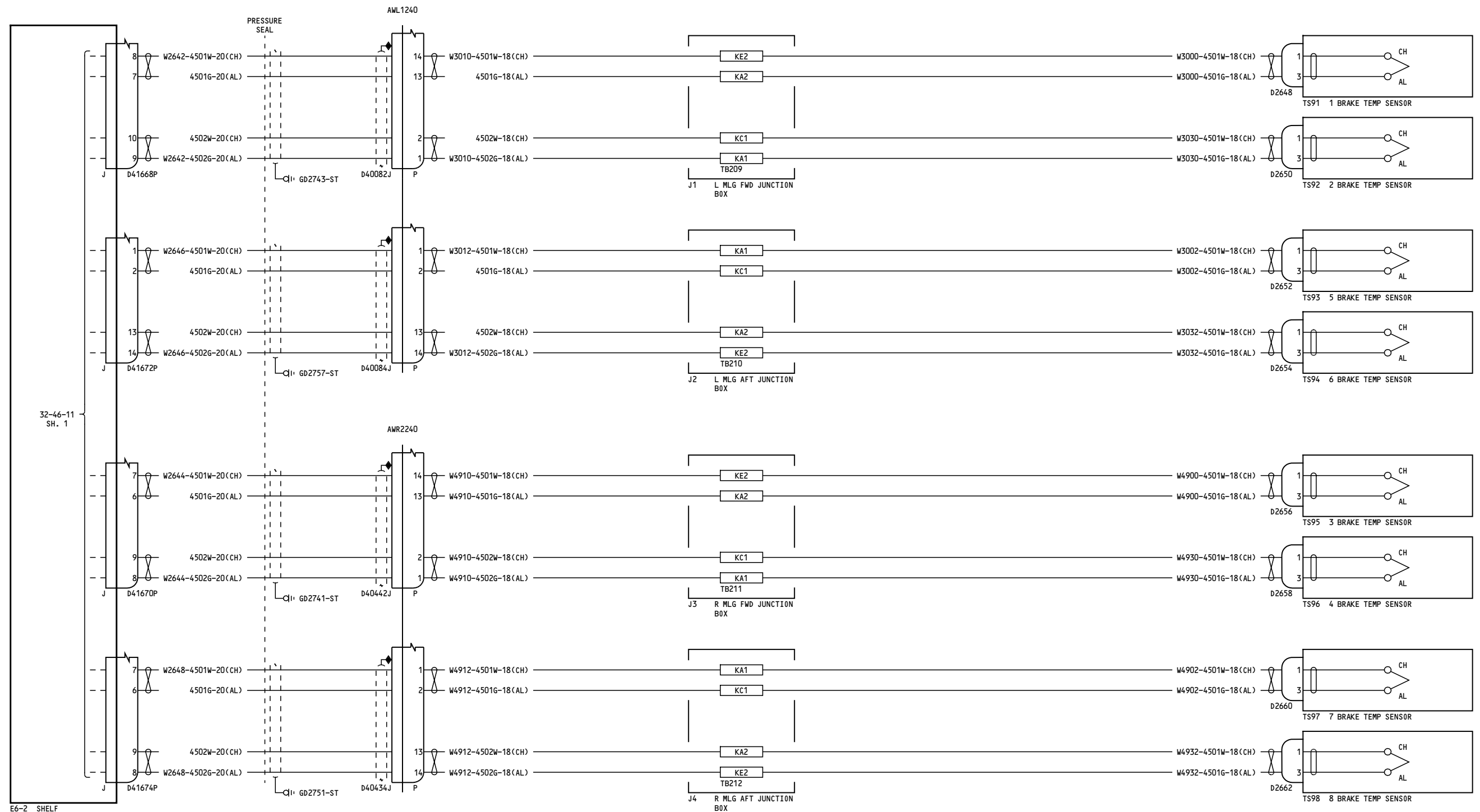


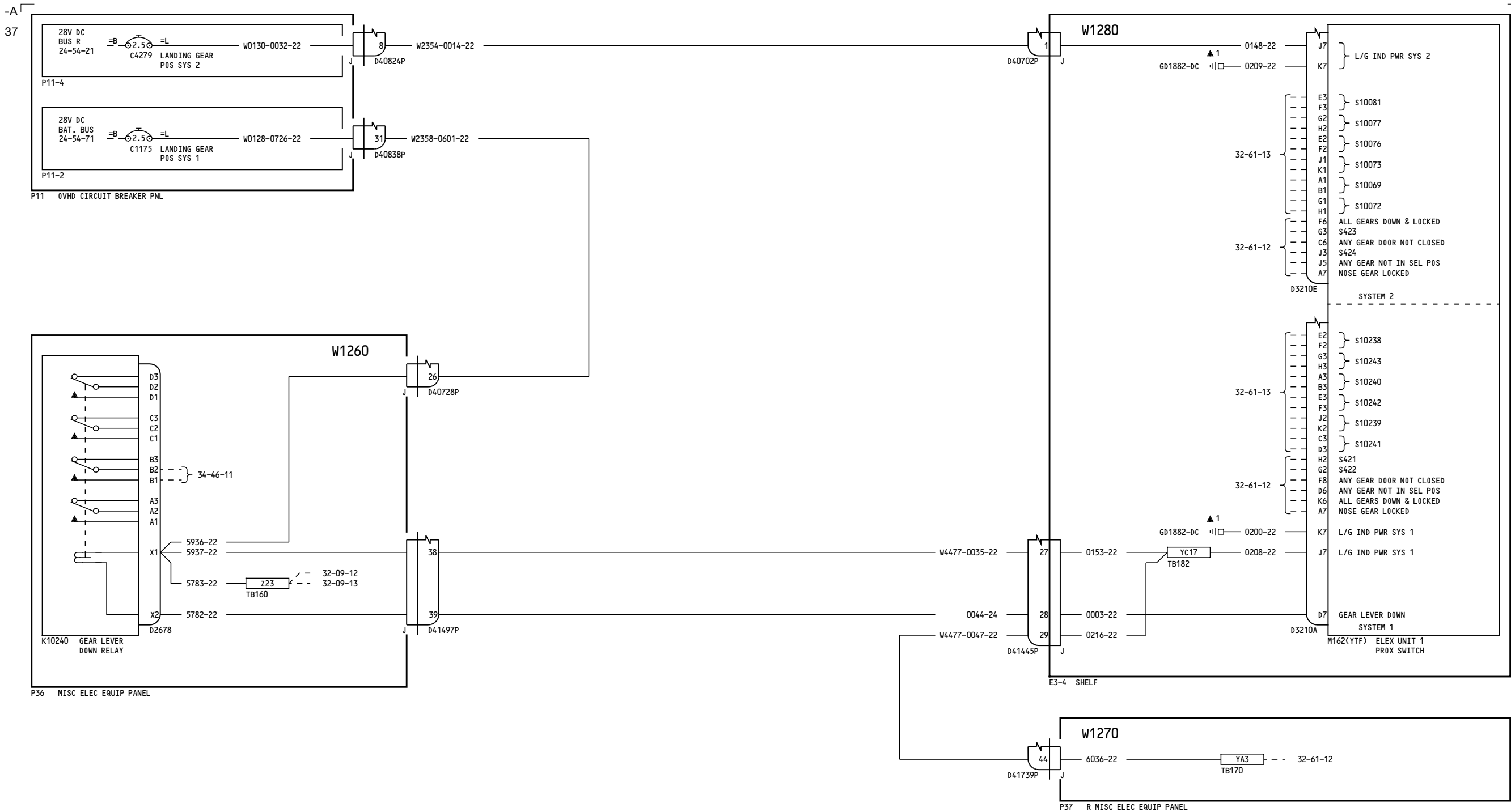












001-002

LANDING GEAR INDICATION

32-61-11

Page 1

D280N032

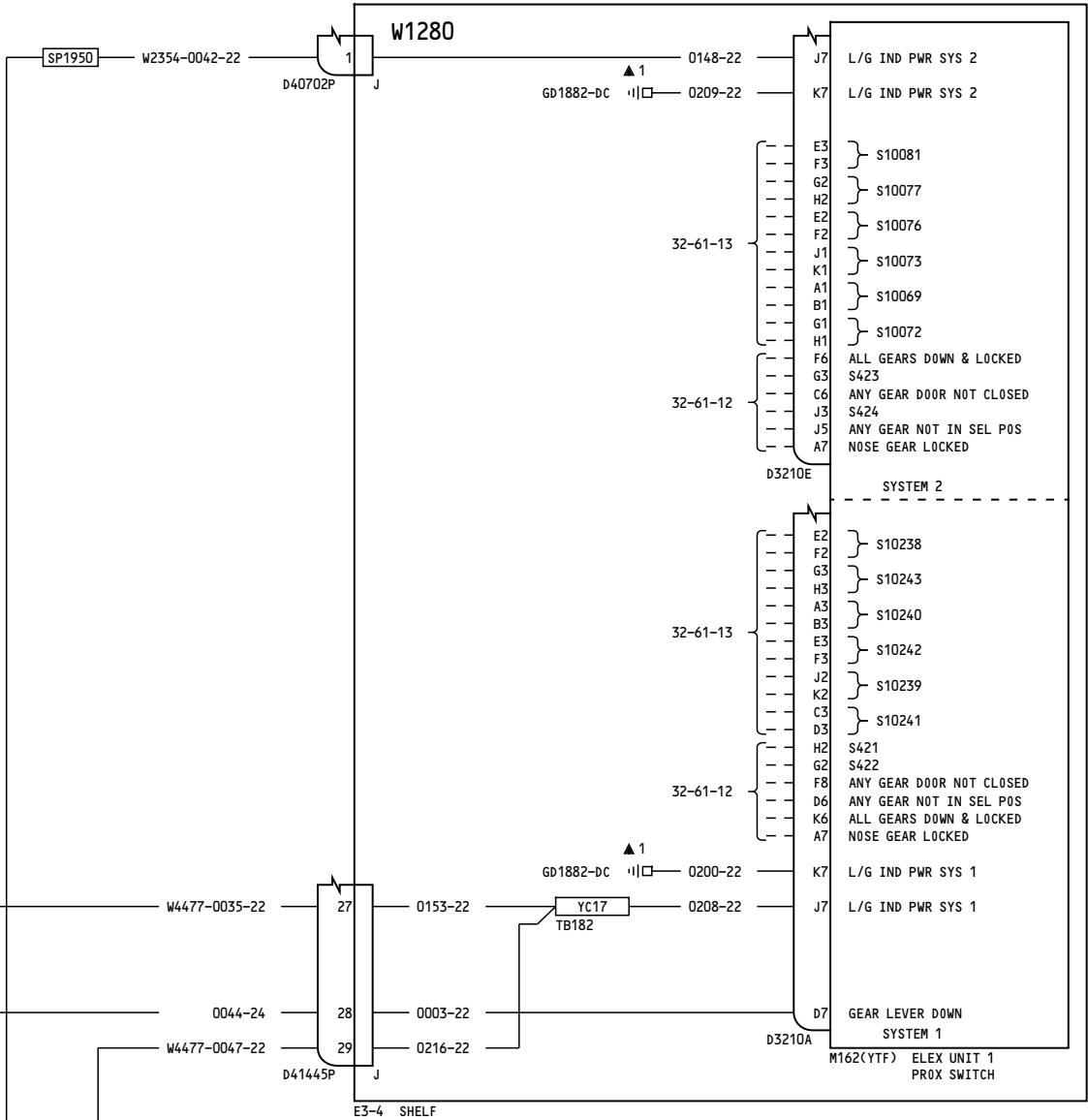
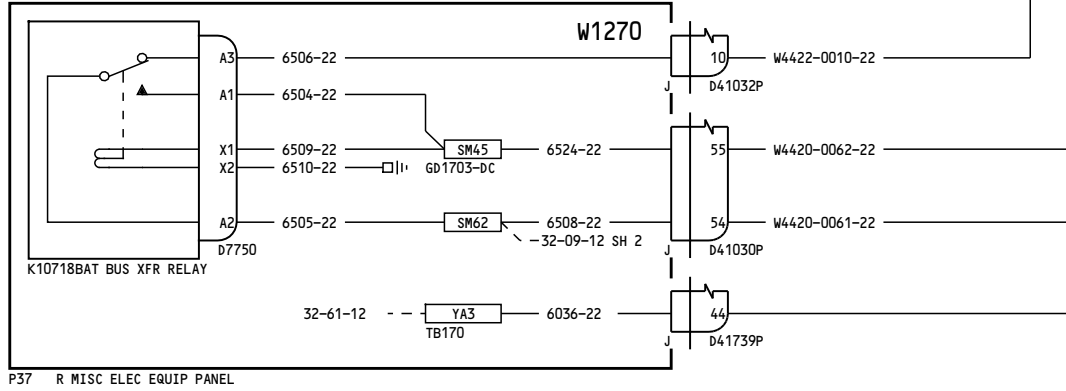
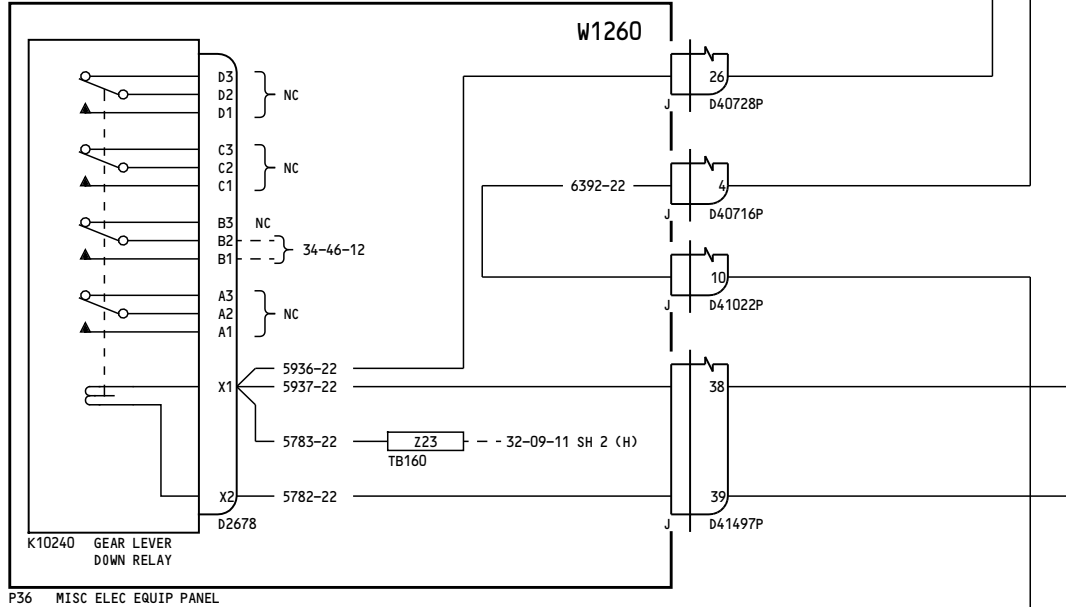
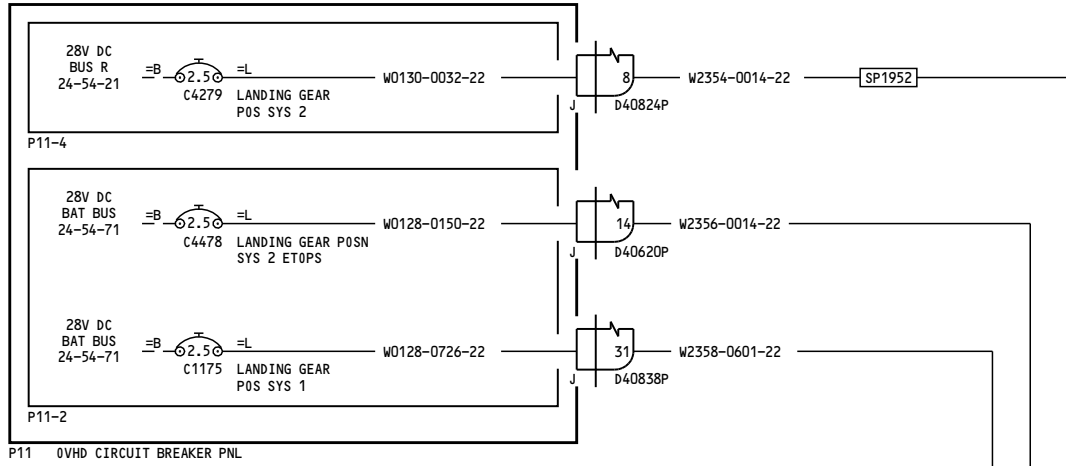
Jan 21/2005

32-61-11

Page 1

Jan 21/2005

149



001-002

LANDING GEAR INDICATION

D280N032

Incorporates

27A0130 R01

78-0032 R03



LANDING GEAR INDICATION

32-61-11

Page 2

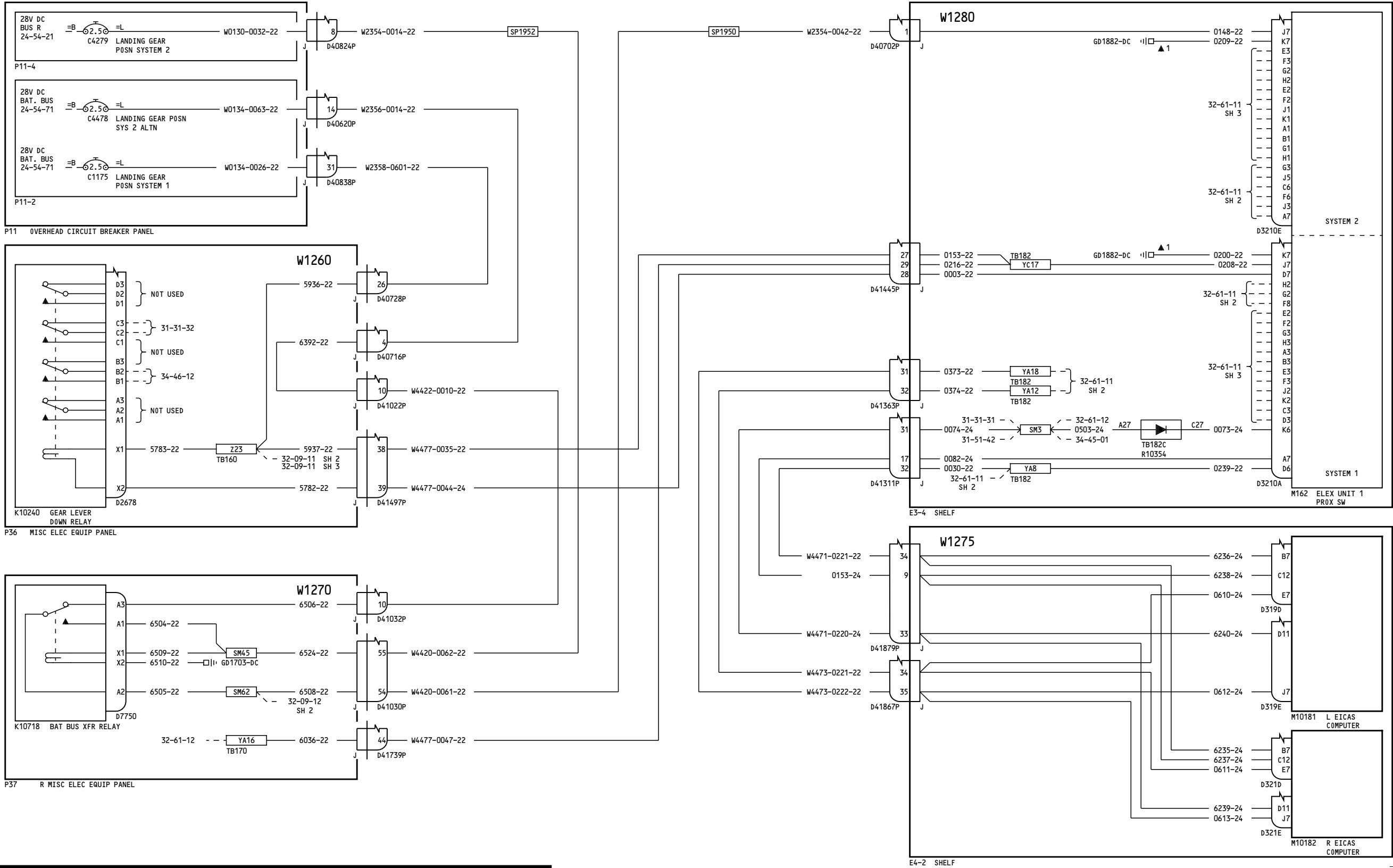
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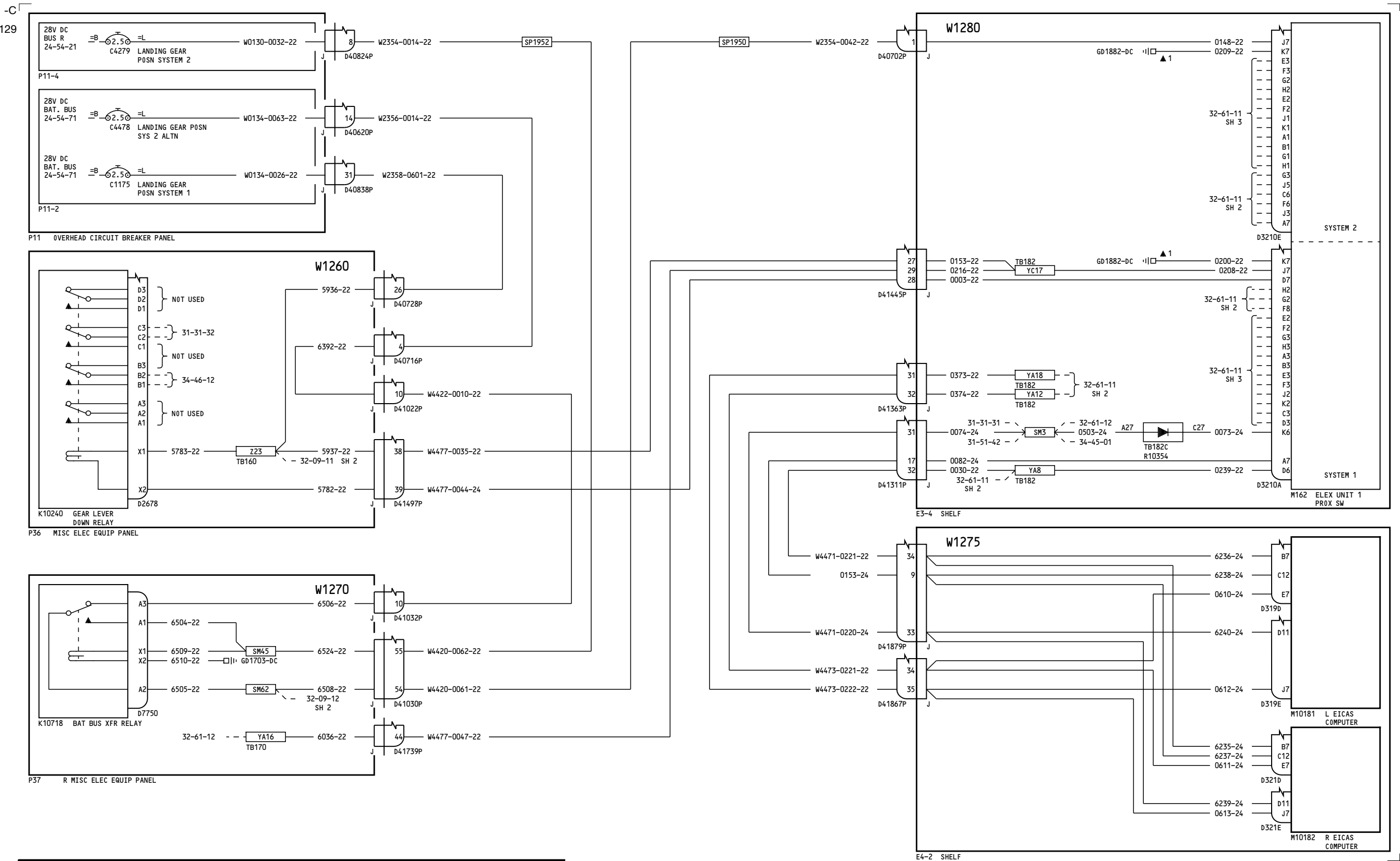
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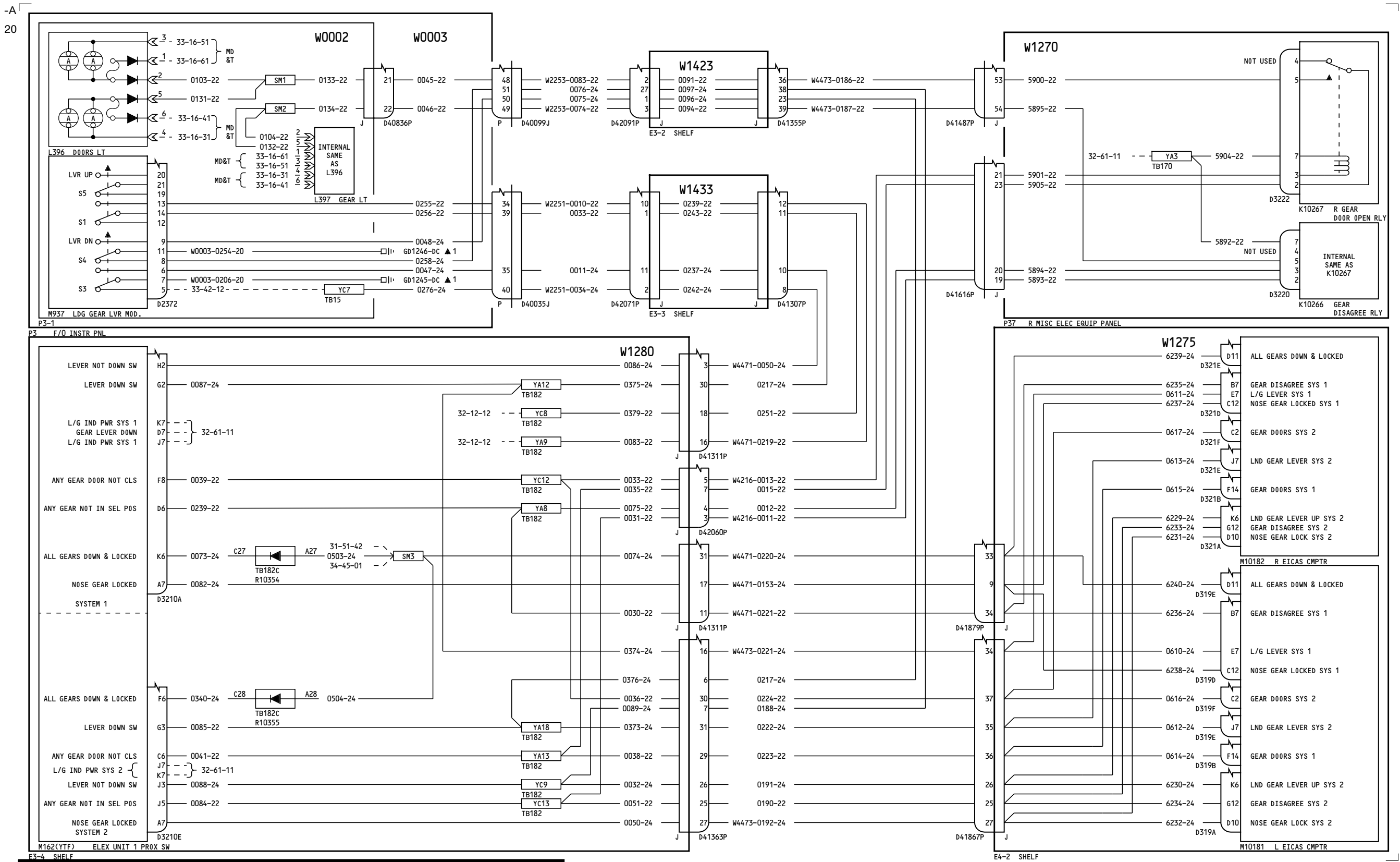
32-61-11

Page 2

Jan 21/2005







001-002

LANDING GEAR INDICATION

32-61-12

Page 1

Jan 21/2005

D280N032

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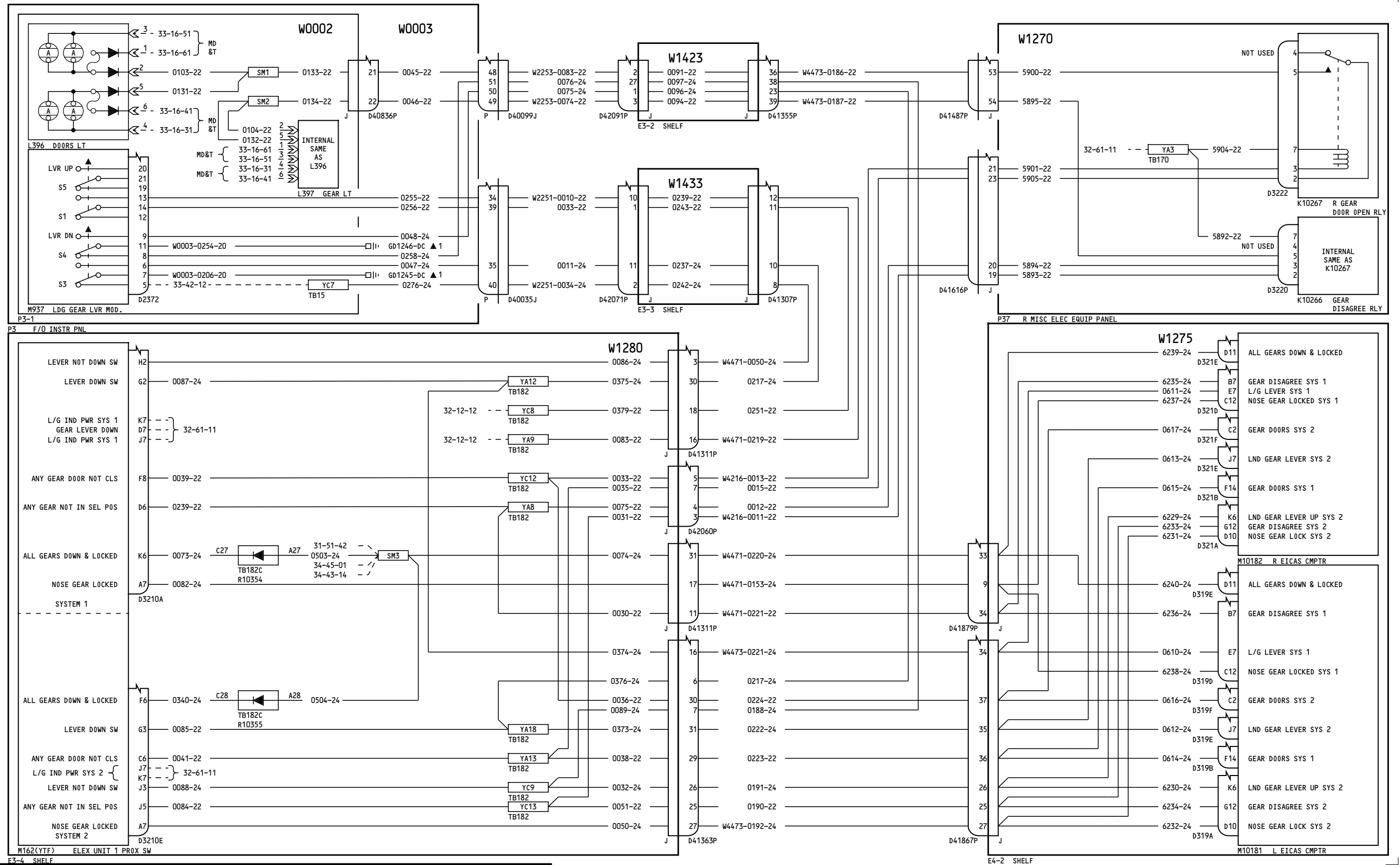
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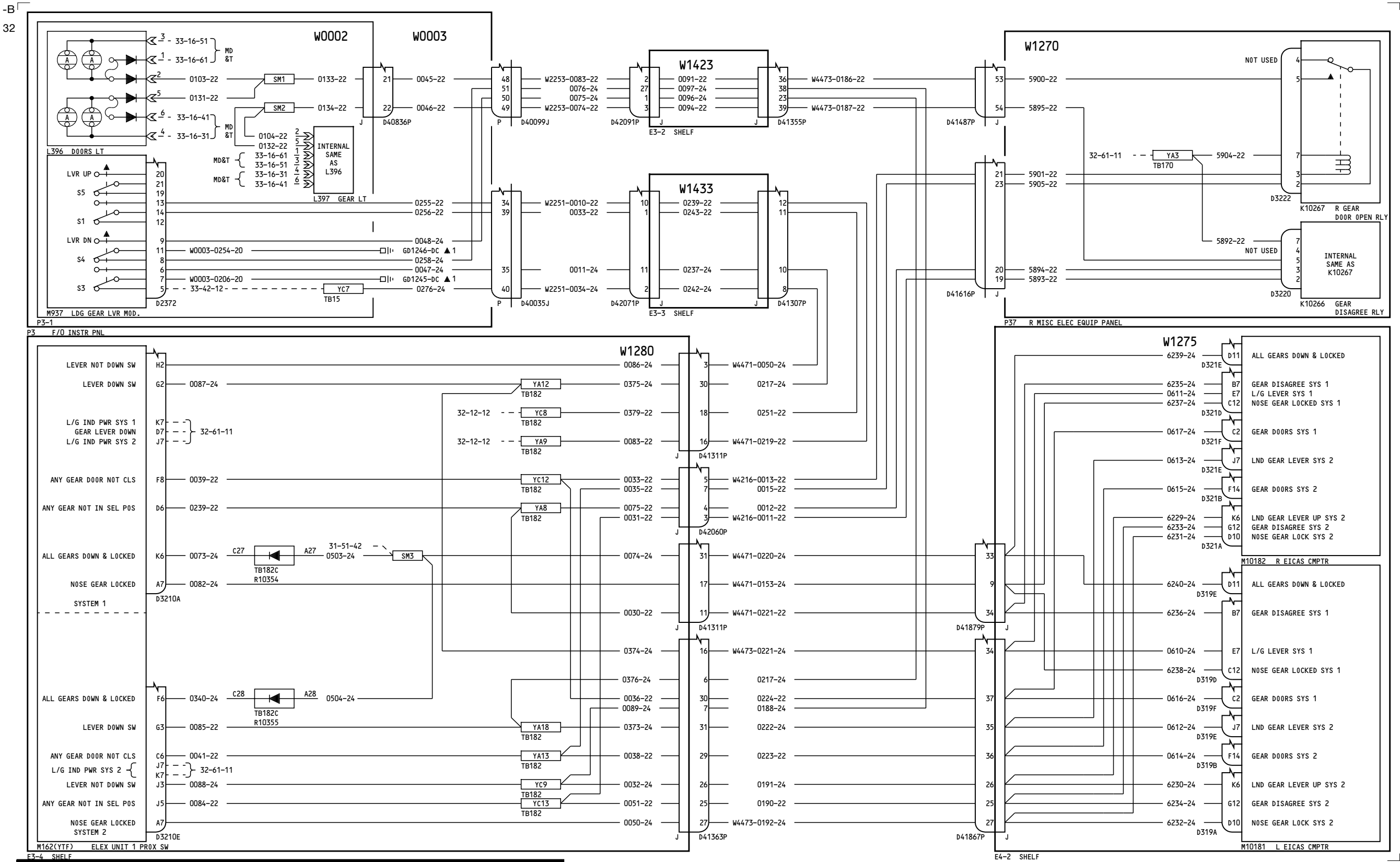
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32-61-12

Page 1

Jan 21/2005





003-099

LANDING GEAR INDICATION

32-61-12

Page 2

D280N032

Jan 21/2005

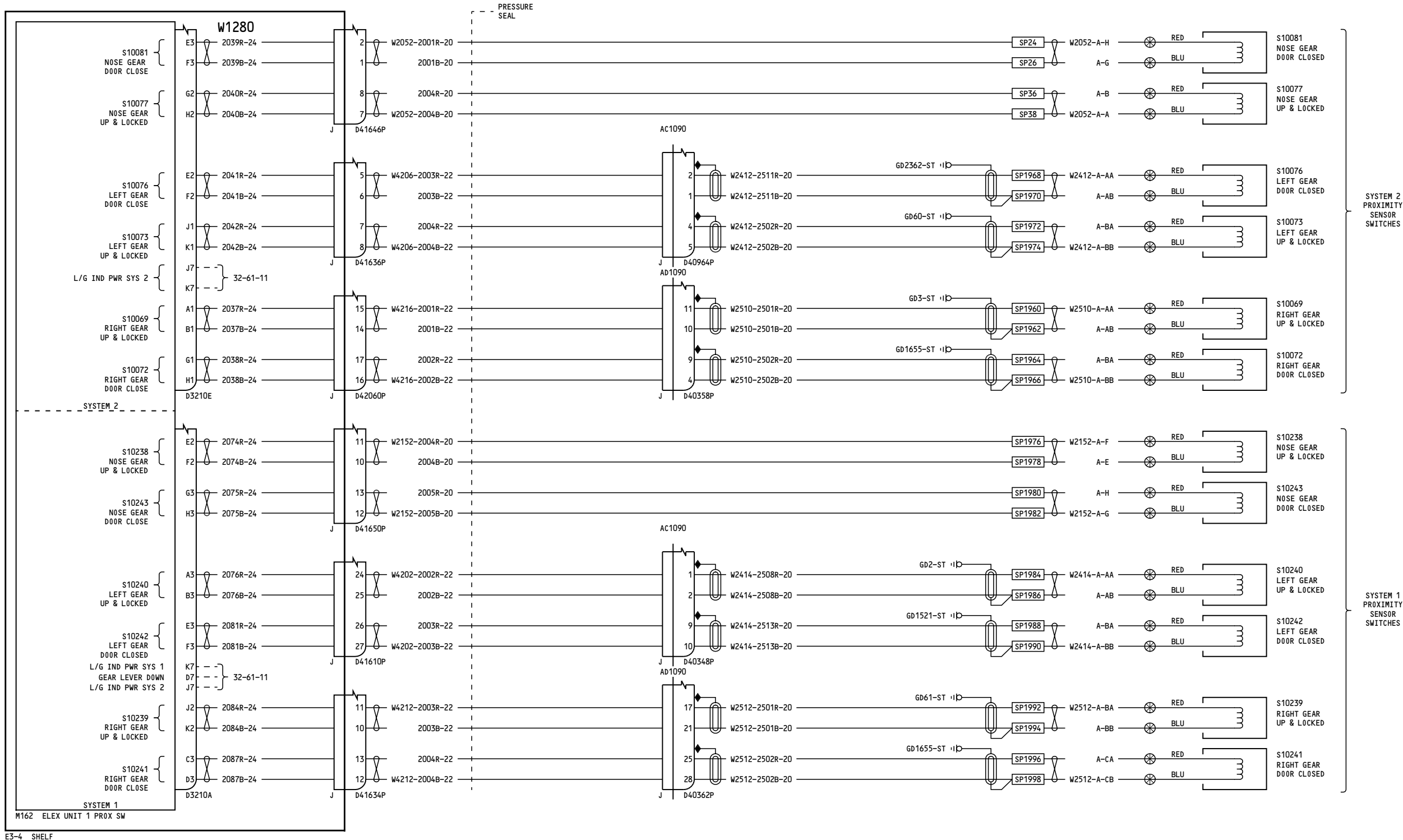
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Page 2

Jan 21/2005



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001-099

LANDING GEAR INDICATION - SENSORS

D280N032

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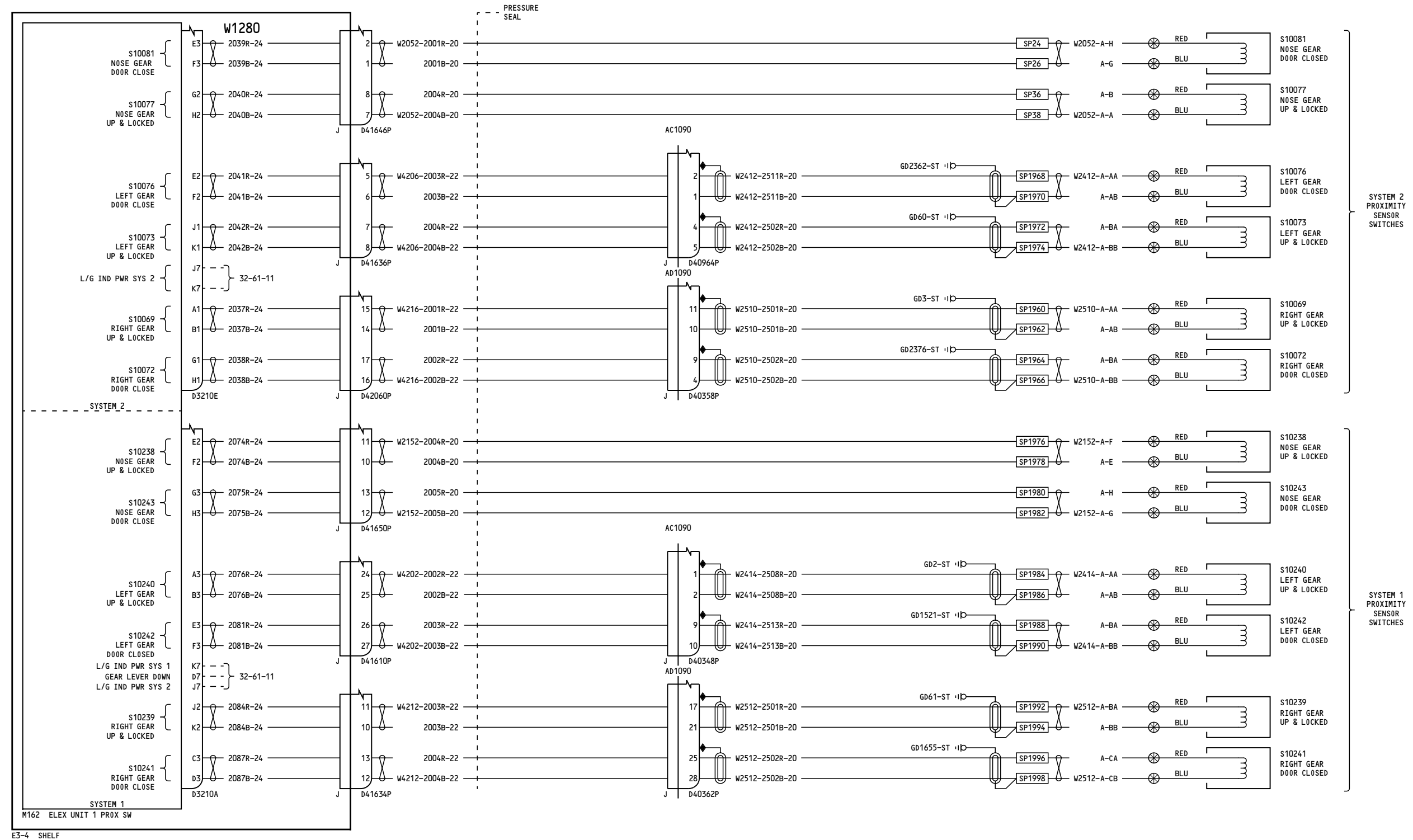
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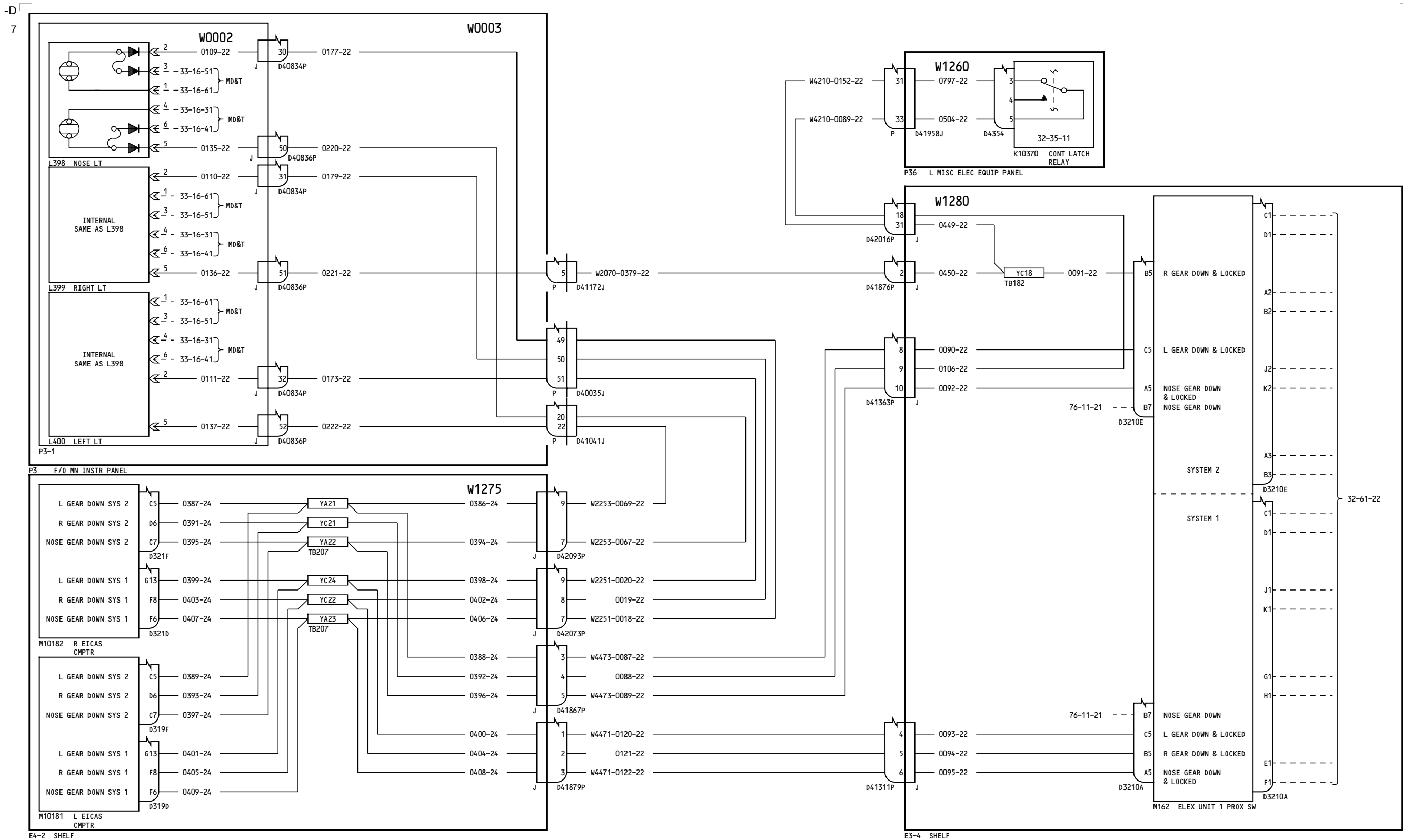
May 17/2006

32-61-13

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May 17/2006





001-099

**LANDING GEAR INDICATION -
DOWN AND LOCKED LIGHTS**

32-61-21

Page 1

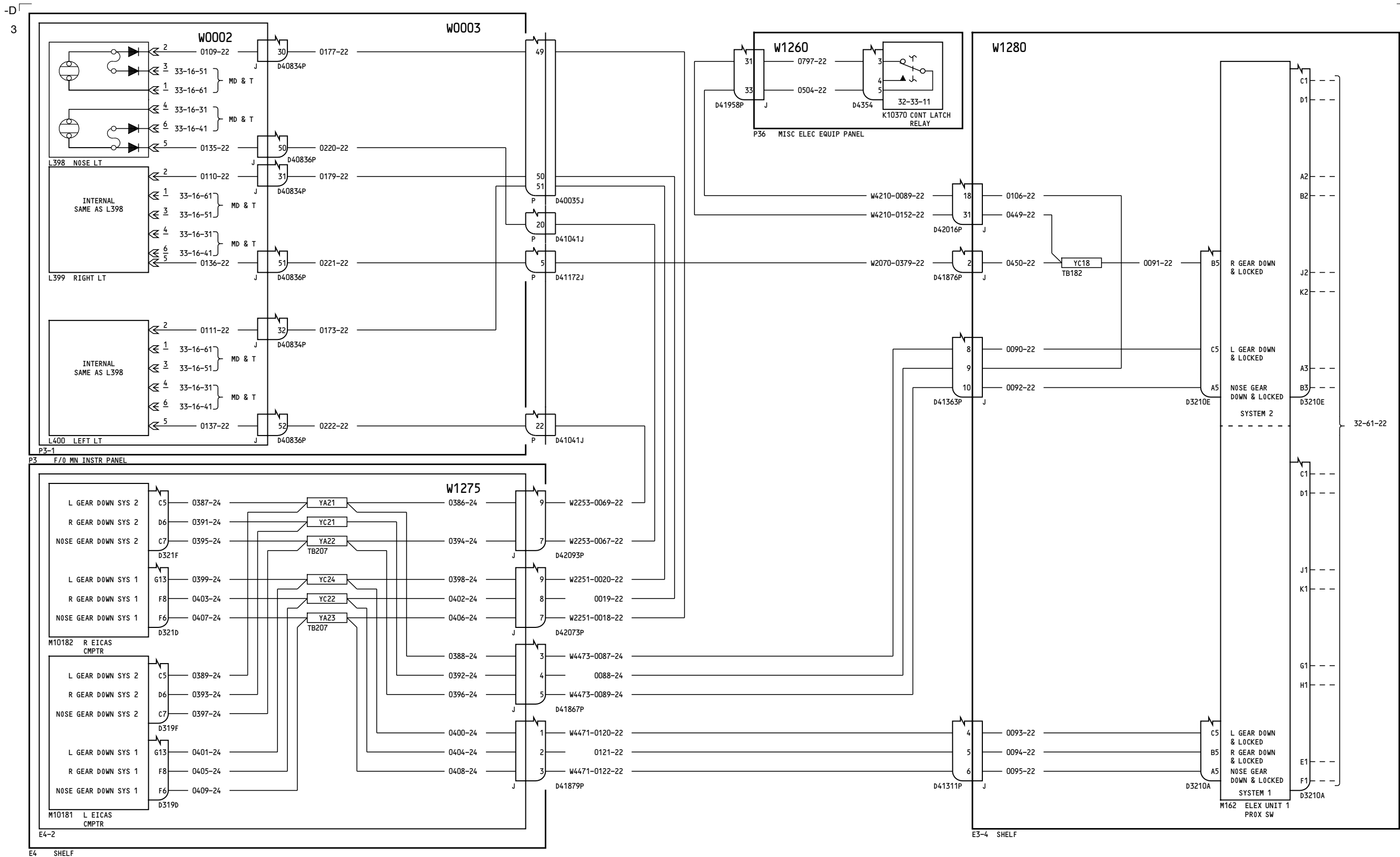
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Oct 09/2008

32-61-21

Page 1

Oct 09/2008



115-199

LANDING GEAR INDICATION -
DOWN AND LOCKED LIGHTS

32-61-21

Page 2

D280N032

Oct 09/2008

32-61-21

Page 2

Oct 09/2008

